

AUSTRALASIAN MODEL RAILROAD MAGAZINE

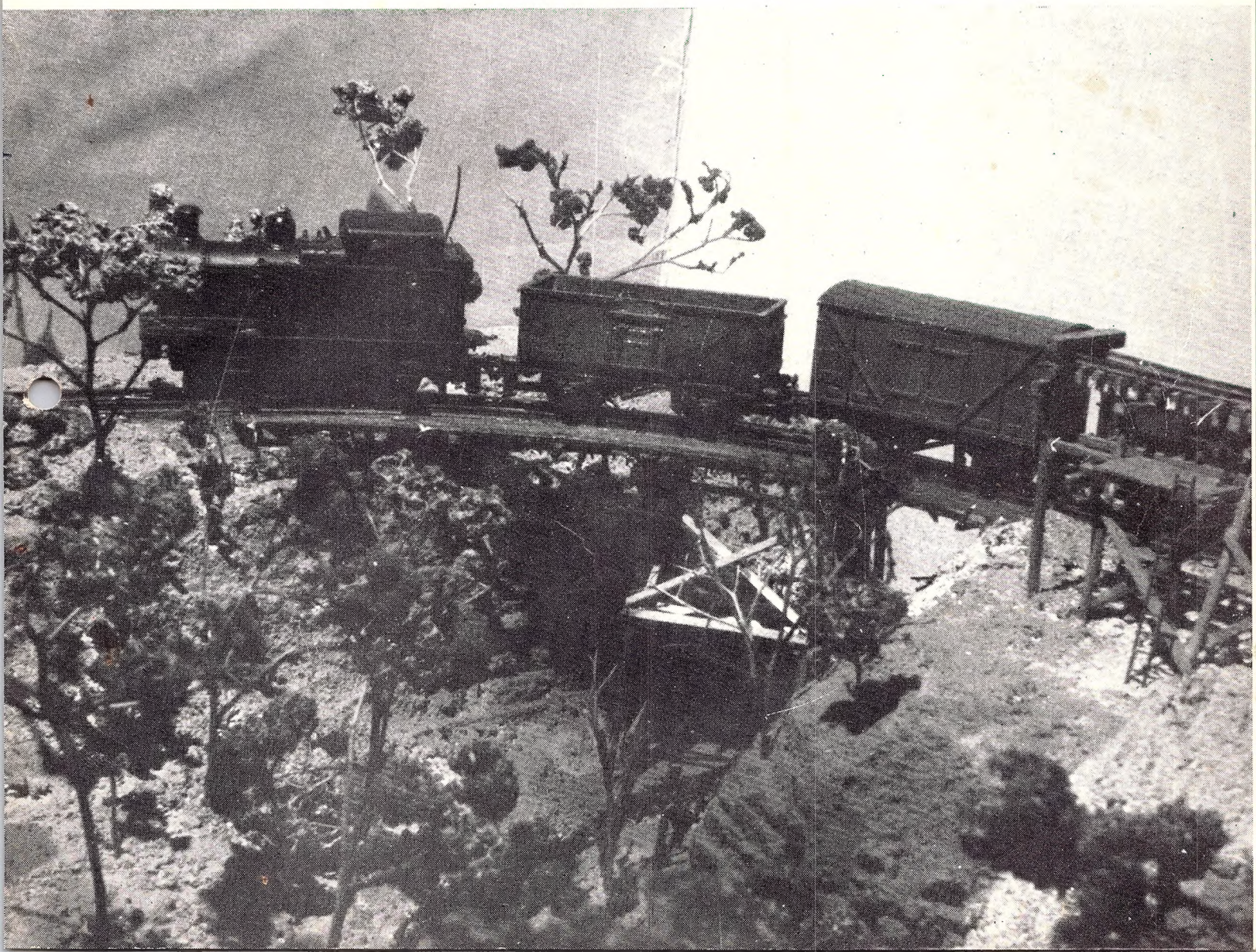
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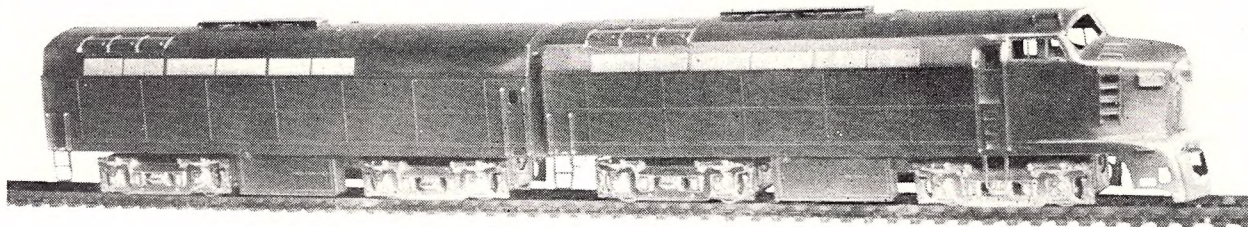
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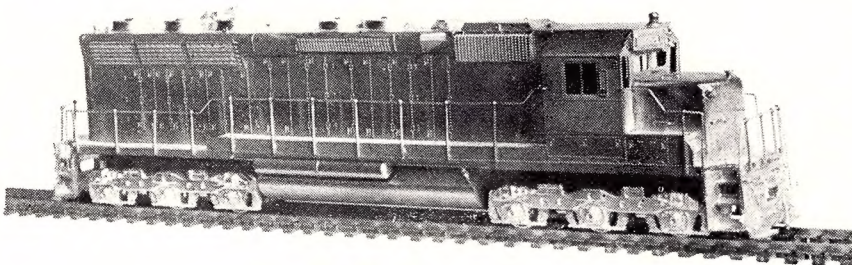


NEW MOTIVE POWER — OUTSHOPPED BY KUMATA....



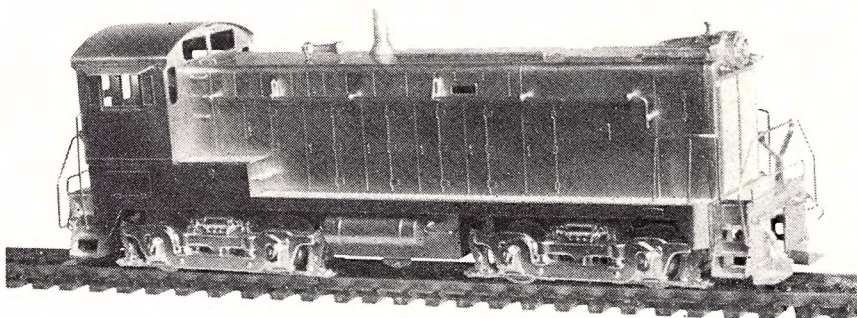
HO BALDWIN 'RF-16' SHARKNOSE A & B DIESEL UNITS:

New from Kumata's shop to the order of Alco Models, these fine Diesels each come powered and geared through-out. Honed, lacquered finish. Overall length, 14in. Weight, per unit, 15oz. PRICE: 'A' Unit, \$52.00; 'B' Unit, \$48.55



HO EMD 'SD-45' DIESEL LOCO:

EMD's massive 'SD-45' has established something of a record with its 20-cylinder engine. The largest ever applied in railroading! Now Kumata offer this fine locomotive in their growing range of quality brass diesel locomotives. Honed, lacquered finish. Length, 9in. Weight, 11lb. 5oz. PRICE: \$57.95.

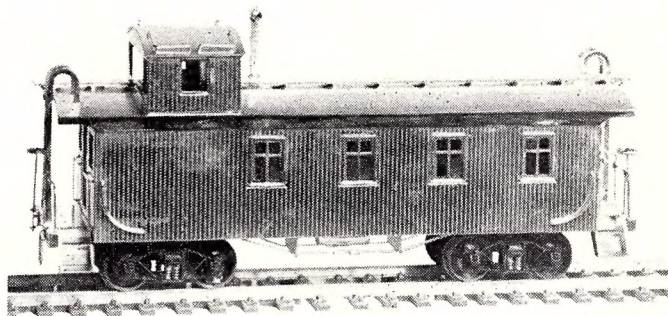


HO BALDWIN 'S-12' DIESEL SWITCHER:

The ubiquitous Baldwin 'S-12' is now added to Kumata's range of motive power. One of the most popular Diesel Switchers in service, Baldwin's Model 'S-12', together with the preceding and virtually identical Model DS-4-4-10, total some 890 Units. Finely detailed and powered on all axles. Honed, lacquered finish. Length, 6in. Weight, 14oz. PRICE: \$45.00.

HO C.B.&Q. WOOD CABOOSE:

To complete the "tail end" for Burlington fans! An authentic wood-type Caboose, of etched brass, with all external detail built up or embossed. Supplied less trucks. PRICE: \$14.50



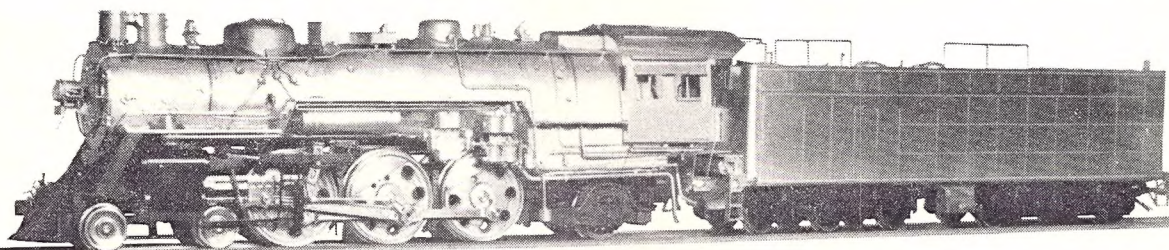
SOLE AGENT AND IMPORTER:

THE MODEL DOCKYARD PTY. LTD.

216-218 SWANSTON STREET, MELBOURNE. 3000

663-3505

NEW MOTIVE POWER — OUTSHOPPED BY KATSUMI....

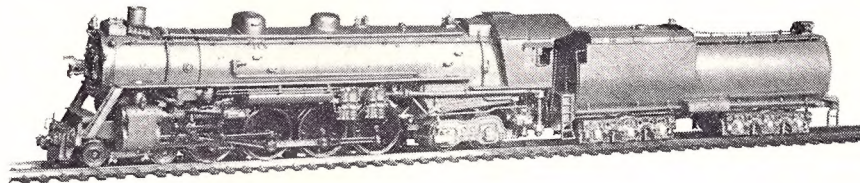


O SANTA FE 4-6-2

The '3400' Class represents the largest Pacific Locomotives on the Santa Fe and were first built in 1919. Continual upgrading and distinctive features such as Train Control and Elesco Feed Water Heaters made these Pacifics truly representative of modern steam power. Large 79in. Box Pok drivers and the overall hefty appearance created quite a sight, particularly when in command of a string of modern passenger cars. The model comes with fully operating smoke stack extension. Detailed backhead in cab. Pre-blackened frames, pilot, pilot deck, trailing and tender trucks. Sprung drivers, trailing truck and tender trucks. Length 24½in. PRICE: \$257.00.

HO S.P. 4-8-4 'GS-1':

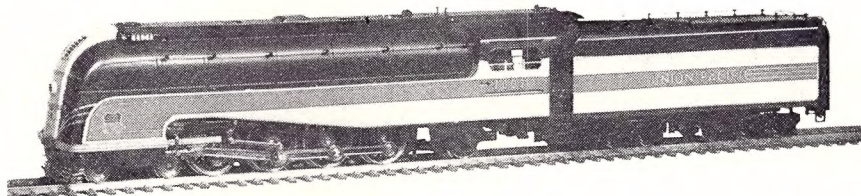
Of a more utilitarian design than the famous "Daylight" Locomotives, the "GS-1" series comprised a total of 14 units built by Baldwin in 1930. For well over 20 years these locomotives handled most of the S.P.'s prime passenger assignments. Now K.T.M. combine with Balboa to introduce this fine model in the "Master Series" range. Unpainted, ready-to-run.



Length, 14in. Weight, 2lb. PRICE: \$135.00.

HO U.P. 4-8-2 '7002':

A special "Limited Edition" by Katsumi to the order of Balboa Scale Models. Finished and painted, this locomotive is in its streamlined dress as one of the locomotives assigned to haul the name-train "Forty Niner". Very limited stock! Length, 13½in. Weight, 2lb. PRICE: \$157.50.



Other News from "THE DOCKYARD" ...

Long delayed in production, we are now pleased to announce the arrival of the first of the brass 'HO' North Shore Interurban Cars: The 737 Series Skokie Coach, Powered @ \$39 and Non-powered @ \$31.60. Also in is the Pacific Electric 950 Series Interurban Car @ \$32.50 . . . Pocher, long noted for their line of 'HO' period plastic locomotives and rolling stock, have delivered our first stocks of their new Illinois Central "Casey Jones" 4-6-0 Loco and Tender @ \$34.50 . . . Due about the end of August, from Northwest Short Line, is the fine 'HO' Weyerhaeuser Class '200' 2-8-2. Meantime, Katsumi have delivered the first of the Balboa 'HO' EMD 'E-8' A & B Diesel Units. In G.N. herald, these are available @ \$65 and \$29.55 each, respectively. The complete range of Balboa's streamlined, full-length Passenger Cars are now in stock. The heralds comprising: P.R.R., D. & R.G.W., N.Y.C., U.P., G.N., S.P. 'Daylight' and S.P. Aluminium. For type and price details, see our Brass Loco List, available for large, stamped SAE. A further consignment, just in, is made up of Balboa's Turbine Locomotive, the U.P. 4500 h.p. 'Veranda' Model @ \$131, together with the S.P. 4-8-4 'GS-2' Locomotive @ \$134.50 . . . In 'O' gauge, Katsumi have delivered the B. & O. 0-4-0 'C-16a' Switcher @ \$129, in addition to the P.R.R. 'C-1' 0-8-0 Switcher @ \$246 . . . New Tenshodo stocks include a re-run of the G.N. 'Q-1' 2-10-2 Locomotive @ \$145, with more of the ever popular Switch

Machines, Diesel Truck Sets, Taper Wound Rheostats, etc. . . . Forthcoming 'United' deliveries will include more B. & O. Consolidation, as well as our first stocks of the new D. & S.L. 2-6-6-0. Also new, but coming from 'Fujiyama', is the N.P. "5000" 2-8-8-4 Yellowstone . . . From the U.K., Peco have now supplied our first stocks of the 'N' scale Medium Radius Point @ \$2.35 each . . . In 'OO' locomotive kits, Gem have delivered the L.B.S.C. Stroudley 0-4-2 "Gladstone" Class @ \$27.55 and L.N.W.R. "Precedent" 2-4-0 @ \$24.95. From K's, the following: L.N.E.R. (ex G.C.R.) R.O.D. 2-8-0 @ \$26.90, L.M.S. Class '5' 4-6-0 @ \$32.80, G.W.R. Dean 0-6-0 @ \$21, L.M.S. (ex M.R.) 4-2-2 Single @ \$21.85, L.M.S. (ex M.R.) 0-6-0 Kirtley @ \$21.85, G.W.R. 63XX 2-6-0 @ \$26.10, G.W.R. 33XX Bulldog 4-4-0 @ \$21.85, S.R. 'Q-1' 0-6-0 @ \$22.70, L.M.S. (ex C.R.) 0-4-4T @ \$18.50, S.R. Adams 4-4-2T Radial @ \$21, L.B.S.C. Terrier 0-6-0T @ \$17.65, L.M.S. Class 2 2-6-2T @ \$21.85, L.N.W.R. 0-6-2T Coal Tank @ \$17.65, L.N.E.R. (ex N.E.) J72 0-6-0T @ \$17.65, G.W.R. 14XX 0-4-2T @ \$17.65, G.W.R. 57XX 0-6-0P.T @ \$17.65 and G.W.R. 44XX 2-6-2T @ \$21 . . . For 'N' scale fans, 'MINITRAINS' have now delivered a range of nickel silver Flexible Track, Points and Crossings, offering almost unbelievable value! Stocks should be available from your nearest 'MINITRAINS' stockist by the time

these notes appear. Flexible Track @ 70c per 30in. length. Manually Operated Points @ \$1.65 each, Electrically Operated Points @ \$2.70 each, Diamond Crossings @ \$1 each and Fish Plates @ 25c per bag of 24 . . . Talking 'N' scale, 'SEKISUI' stocks expected September/October include: Alco PA-1 Diesel Loco (Santa Fe Passenger, Santa Fe Freight, P.R.R. Freight, P.R.R. Passenger, G.N., G.N. 'Empire Builder', S.P., U.P. and Penn Central) @ \$18.50 each. In 85ft. Streamlined Smooth Sided Passenger Cars: Coach (S.F., G.N., U.P. and Penn Central) @ \$3.80 each; Vista Dome (S.F., G.N., U.P. and Penn Central) @ \$4.15 each; RPO/Baggage (S.F., G.N., U.P. and Penn Central) @ \$3.80 each and Observation (S.F., G.N., U.P. and Penn Central) @ \$4.15. Our first delivery of the 40ft. Wood Box Car (U.P., Chicago & Illinois Midland, Milwaukee Road and S.F.) @ \$2.95 each. More Bettendorf Truck Sets, complete with nickel silver fine profile wheels, draft gear and Arnold type couplers @ \$1.25 per pair and separate nickel silver wheel @ 20c per pair. New stocks are also coming to cover many of the freight cars as per list, long out of stock . . . As a finale, we are presently offering up to a half gross quantity of 'OO/HO' nickel silver flexible track by Gem. This was incorrectly shipped us and so is to clear @ 80c per yard! Will match up with both Peco and Shinohara, though sleeper spacing differs.

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SCR Publications

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EDITORIAL

These days it is trite to talk about how 20 years of immigration has changed Australia. So many things which we take for granted were introduced by these people. It comes as a surprise to find that espresso coffee is still a novelty in the United States, or that Pizza is a rarity in Britain. These are things in our every-day lives, but there are similarities in the field of model railways.

I cannot remember a time when plastic-based flexible track was not available in this country, yet it is still a new product in North America. Pulse power was something which came to us from the United Kingdom. Model catenery is something the Europeans gave us—and it is something which is virtually unobtainable in North America. The Americans have given us high quality working couplers—something the British look at with envy. The availability of these items is something which we all take for granted, but it is probable that there is no other country in the world which has such a range of model railway equipment available.

You may wonder what we have contributed to the model railway world. The first thing that comes to mind is the truly universal point. Of all the many brands of 'HO' gauge points available in this country, only one, an Australian-made one, will accept all types of wheels without modification. We are proving that it is possible to produce good quality plastic kits at a reasonable price despite the handicap of low volume of production. Also, in the face of low volume sales, we have been able to support the production of four brass model locomotives. This is more than either the United Kingdom or Canada has been able to do. What is in the future no one can really say, but it should only be limited by our imagination and our ingenuity.

One of the things which I expect to see develop in Australia is a new type of operation on model railways. Up to now, we have ignored operation in our efforts to get rolling stock and layouts built with a local flavour. Now that we have achieved this we should begin to see develop a method of operation which has more similarity to local prototype operation. The Australian railways themselves use a combination of methods from all over the world, so I am led to wonder what we will develop.

In North America the accent is on switching. Trains are made up in a yard, and run around the layout to another yard where they are broken up and re-marshalled into another train so that the whole process can happen over again. On a large American layout a way-freight or local goods will take all an operating session to go round the layout, and it is doubtful if any of the cars which started the journey finished it. This urge to shunt or switch as they call it, is not confined to goods trains; even passenger trains are shunted so that dining cars and sleepers may be added to or taken from the consist.

The European modeller, on the other hand, is not very interested in shunting. He likes to see lots of trains moving through complex yards and terminals. He sees himself not as the train crew, but as the man in the signal box. He likes to set the tracks and watch the trains weave their way over a multitude of points, crossings and loops. To many people who are not used to seeing the efficient European railways in action with their high density, high speed operations, a European model railway layout looks to be little more than playing trains with a very elaborate train set.

The British do not see themselves either train crew or signaller, but rather more of a spectator of railway operations. He likes to model a small wayside station as part of a scene. He then uses his fiddle yard as a place to store his trains until they are required to move through his area in that never ending processing which makes train watching a pastime enjoyed by so many. This does not mean to say that the British layout is less simple than the European or the North American, it just seems that way. He still shunts his local goods, and terminates his local passenger train at his station, and it is all done to a carefully prepared timetable. He may run as many trains as his European counterpart, and he may shunt for as long as his colleagues across the Atlantic, but somehow the effect is different.

It should not be long before we will see new techniques in operation in this country, and I wonder—how different will be the effect?

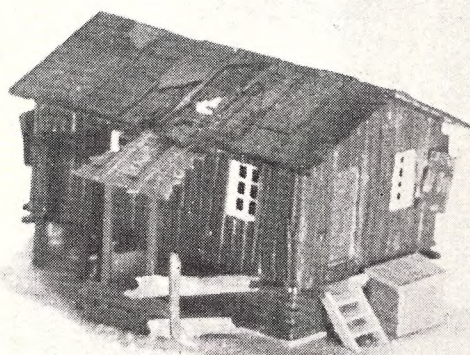
ARMCHAIR REVIEW

FHG CLASS GUARD'S VAN, NSWGR, 3.5mm. SCALE. Produced and supplied by Friedmont Models. Available from selected hobby shops throughout Australia. Price \$3.15.

The FHG class guard's van is the newest type introduced by the NSWGR. It was on introduction coded NHG, but shortly after introduction was withdrawn for modification to the gas storage tanks. The gas is used for cooking and heating on these vans. The modification did not change the external appearance of these cars, and there is now none of the NHG class operating. These vans are used on all the lines in N.S.W., but they are primarily used on mainline trains. They are used on the interstate freight expresses, and travel over the Victorian Standard gauge, as well as into Brisbane, and we presume will be seen west of Broken Hill when the new line is put in operation in a few months.

The parts for this kite are moulded in a plastic with the trade name 'Esterflex'. This plastic shows detail well, and the detail is very good on these kits. It also seems that the plastic is prone to blemish easily during manufacture. Our sample had a fingerprint on one side, and there were some air bubbles at points where the mould became complex. We received an early example of these kits, and later ones may not have these problems, which are small and disappear under a coat of matt paint—they can only really be seen under the light, and show up on the glossy surface of the coloured (grey) plastic.

As they come in the box, the kits comprise sides, ends, roof, floor, interior partitions, bogie side frames, and dummy couplers. All parts are plastic, except the floor and partitions which are wood. All parts are well detailed, the sides showing the built-in ladder, and the roof being fully detailed, with the lookouts and ventilators cast in: all important features of the prototype. The most obvious thing about this model when one looks at the parts for the first time is the amount of flash which has been left on the castings. This is probably left on, as it would increase the cost of the kit considerably if it were taken off by the manufacturer. Whatever the reason, all this flash must be removed before the kit can be put together. It is during the removal of this flash that you will discover the greatest shortcoming of the kit—the plastic is very brittle. Care must be taken at this stage or they will break. This is most likely to occur on the sides where the plastic is thinnest: the roof and ends are quite substantial. We feel that if care is taken in construction, there should be no problem with these kits in normal operation.



VOLLMER FACTORY KIT No. 5610.

Supplied by E. G. Page & Co., Sydney. Price \$4.85.

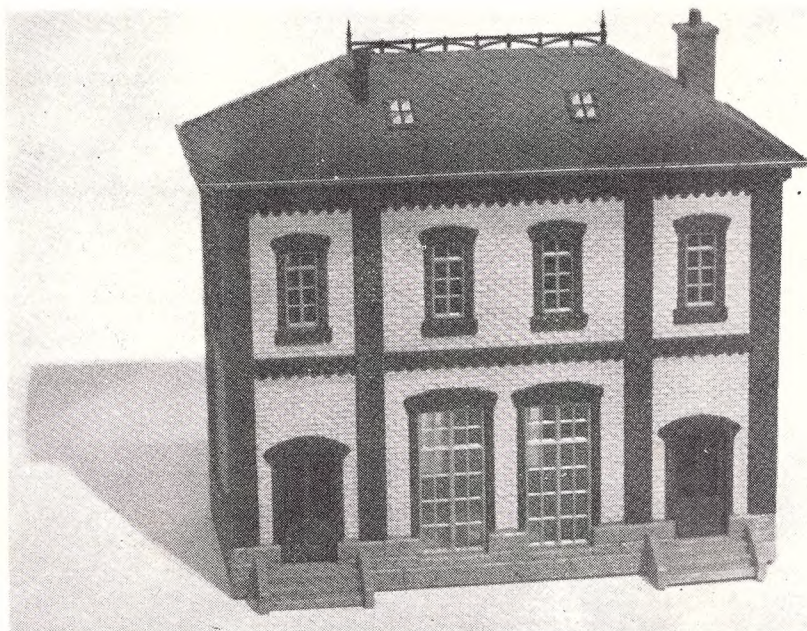
This kit is described in the Vollmer Catalogue as a two-storey factory. The photograph shows the building to be what could be described as being in Georgian Revival style (although an architect might disagree with me on this) and looks more to me like a mansion. The kit is in HO scale and is about 37ft. long, 18ft. deep, and 35ft. high. The model is finely detailed in poly-styrene and is pre-painted. Construction is easy, taking only two or so hours. The instructions supplied help to make construction easy. The kit could be very useful on almost any layout. Kits numbered 5612 and 5614, which have the same building style, could be used to extend this building.

VOLLMER SHANTY KIT No. 5728.

Supplied by E. G. Page & Co., Sydney. Importers, Scale HO. Price \$1.99.

This kit assembles into a small ramshackle building which might be seen alongside the line in a country area. The kit is made of pre-painted poly-styrene plastic. Assembly is easy and took only an hour while watching TV. The kit must be assembled with poly-styrene cement; other cements will not work. The kit has fine wood grain moulding. Although the walls and roof have holes and missing boards, there are not any broken window mullions: this can be fixed by cutting some with a knife. The base is about 28ft. by 20ft. and the building is about 14ft. high. This is a good kit.

J.J.B.



Construction of the kit is very easy. There is a very comprehensive instruction sheet, with an exploded diagram. The instructions set out each step in sequence, and this is cross-referred to the diagram. The parts are glued together with contact cement; various types are recommended in the instruction sheet. The manufacturer suggests that it may be of help to have a 3.5mm. scale drawing available when constructing the model. We think that this is unnecessary in view of the excellence of the instruction sheet: however, if the manufacturers feels that such assistance is necessary, he should supply it. When built, the kit results in a well-detailed model, which is accurately scaled. We do not feel that comment should be made about bogies and couplers, as these are dependent on the choice of the individual.

We did mention that bogie frames are supplied with the kit, and this has no doubt been done because there are no bogies which are suitable already available. The bogies under the prototype are of a design peculiar to the NSWGR, and for an accurate model the frames supplied should be used. We feel, however, that it would be better for the average modeller to use some other type of bogie. The frames supplied are of excellent detail, and if you can have a go at building them up. If you do decide to do this and you break a frame, extra castings are available.

All in all, this kit is very good value. There are faults in it, but this is true of all but the most elaborate and expensive kits overseas. The price is comparable with other kits which are produced in great numbers. Friedmont Models have chosen well in selecting this kit as their first venture in the plastic field: this is a van seen in many parts of the country, and as such should have an appeal outside of its home state.

T.J.S.

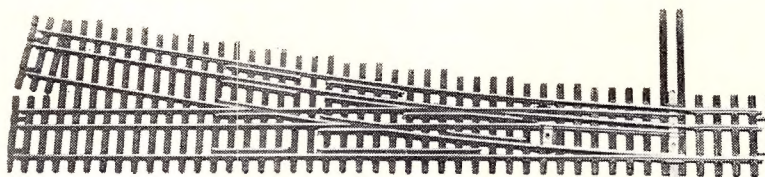
(The editor regrets that due to technical problems we are unable to print a photograph of this model.)

★ ★ ★

DUAL GAUGE POINTS. Produced by Shinohara, Japan. Supplied by Model Dockyard, Melbourne. Price \$8.95.

The two gauges of these points are 16.5mm. and 10.5mm., and as such are complementary to the line of dual gauge flexible track which has been available from this manufacturer for some time. The points are produced in four types: left- and right-hand turnouts, with the third rail laid either to the left- or right-hand side of the point. This enables the construction of all the basic forms of trackwork in dual gauge.

The points are made using code 70 rail on brown plastic sleepers. The sleepers have simulated wood grain moulded into them. The rail is laid to NMRA standards, which are strictly adhered to in the set which was supplied to us. The use of these standards and the low rail profile rules out the use of



deep flanged wheels on either gauge, but it would be a great problem to the majority of users of this type of trackwork: the majority of equipment available in the narrow gauge is built to NMRA standards.

As is the usual practice, the rail is fixed to the sleepers with plastic lugs which are moulded to simulate dog-spikes, driven through sleeper plates. It is possible to criticise these points here by saying that it is improbable that track of this nature was ever laid using these plates, but when set in ballast, such a feature would be unnoticeable. Despite the number of railgaps and frogs, operation through these points is commendably smooth—we must have another look at this manufacturer's line of single gauge track again.

The track is intended for use with models built to 3.5mm. scale. This makes the narrow gauge track a prototype three foot. This is unfortunate for the modeller of Australian prototype in this scale. However, for those who model in Sn3½, these points could be quite useful. In this scale the narrow gauge scales out at 2ft. 3in., which should be a satisfactory compromise gauge for the modelling of two-foot gauge cane tramways, and other narrow gauge lines.

In conclusion, I would say that although these points may at first glance appear expensive, they are of high quality, and of complex construction: they are therefore good value. I only wish that some manufacturer could be persuaded to produce a similar line with the narrow gauge set at 12mm., so that we could have mixed 4ft. 8½in. and 3ft. 6in. operation.

P.R.W.

★ ★ ★

NINE FOOT WHEEL BASE WAGON FRAME. Produced by Peco Products, England. Supplied by Hobbyco, Sydney. Price 90c.

This set of parts was designed for the Peco Wonderful Wagon Series. The set as supplied comprises axle guards, axle boxes and springs, sole bars, buffer beams, sprung buffers, and brass axle bearings. All castings are neat, clean, and well detailed. The formed steel axle guards are free of flash and shape edges; they are also chemically pre-blackened, and pre-lubricated.

These parts can be easily assembled with accuracy on the card template provided. The sprung axle boxes help to solve one of the biggest problems encountered when building four-wheel vehicles: that of getting all four wheels to rest on the track at the same time.

In the eyes of the review, this set of parts is most useful for the scratch builder. If the length of the side frame is varied, it is possible to produce a frame for any length of four-wheeled vehicle. Plastic I-beam is available from most hobby-shops which will substitute for that provided.

There are still a large number of four-wheeled vehicles on the Australian railway systems, and I think that this set of parts will help the modellers of these vehicles to produce a well-detailed model with excellent running qualities. R.J.T.

★ ★ ★

GREETING CARDS. Supplied by Ted Frost Jones & Co., P.O. Box 68, Boronia, Vic. 3155. Price: Post Cards, 10c.; Christmas Cards, 25c.

Last year a British steel mill, famous for the production of stainless steel, was host to a group of overseas businessmen, and as a memento of their visit each was given a stainless steel salt and pepper shaker. It was not long before it was noticed that the gifts were all marked 'Made in Japan'. I often wonder what visitors to this country think when they send home postcards with views of Australia, and also the words 'Printed in West Germany' on them. The first example may be worse than the second, but both are nonetheless embarrassing.

When we send cards at Christmas, there are many reasons for doing so, the main one being to keep in touch with people whom we rarely see and, usually, rarely write to. It is therefore appropriate that when we do send some form of greeting it should be something which is personal but which is distinctive. This is especially true when the card is to friends overseas.

It seems strange that the only cards we have ever received for review in this magazine are exclusively North American in their character. It is incredible that a country which can build the largest single engine diesel electric locomotives in the world, is incapable, or at least appears to be, of producing a colour postcard featuring the locomotive. Why, when we have artists such as Ellis Eyre, in Sydney, and W. A. Stewart, in New Zealand, do we have to be restricted to Christmas cards with paintings of U.S. trains by Howard Fogg. That is not to denigrate Mr. Fogg's paintings, they are excellent, but I think it is time that Australians should be able to send to friends in North America something other than the same cards they will probably be sending us.

I said earlier that a greeting card should be appropriate, so I will not say

that Australians shouldn't send cards with pictures of North American trains on them if they wish, but what about those who have a soft spot for the trains of Britain or Europe, where are the cards for them?

I would therefore like to place on record a request, on behalf of all who are not dyed-in-the-wool followers of the North American scene, to the distributors: cut the range of such cards to the more popular lines, and import some similar cards of other overseas railways. I would also like to suggest that our own railways be featured similarly. We have the artists, we have the printers, I am sure we have the customers. Now we have a keen group who are prepared to market this type of item, I doubt failure.

To those of you who are wondering just what these cards I have been writing about are like, I can recommend that you ask to have a look at them at your hobby-shop. Most seem to stock them. They are low-priced, and the quality is high, as we have come to expect from U.S. producers of lines such as these. You will know if you like them or not.

★ ★ ★

THE RAILWAYS OF THE SOUTH MAITLAND COALFIELDS, by Gifford H. Eardley. Produced by The N.S.W. Division of the Australian Railway Historical Society. Available from all branches of the ARHS and the larger book stores. **Price \$2.70.**

Ask the average Australia who operates the railways in Australia, and he will answer the state governments. In fact, he would be surprised that the question was asked at all. So condi-

tioned are we to the large operations of the state systems that we are inclined to forget the private railways in the country. If you asked a rail fan to name six private lines in the country, he would probably be hard-pressed: of the ones named, the South Maitland Railway Company would feature, but apart from the new lines in the North-West, the other lines would be shrugged off as being small operations.

Yet this book has 160 pages on the private lines of the South Maitland area, the majority of which are branches of the SMR. It covers the history of these lines, their successes and their problems. The text is clear and informative; the type is clear, and printed on heavy gloss paper. For the person who is interested in the history of railways, it is a most interesting book.

For the modeller who has little interest in such things, I think he should think seriously about this book. It contains more track plans than any layout book could think of. There are examples of prototype operation which are almost unheard-of on the government systems. There are examples of grade separated, and level crossings of the rails of two companies; there are plans of interchange yards, and mine loadings sidings. After reading this book, it would be doubtful if any modeller would have any difficulty in building a mining branch.

★ ★ ★

LITHGOW ZIG ZAG RAILWAY, by William A. Bayley. Available from all booksellers or from the publishers, Zig Zag Press, 17 Point St., Bulli, N.S.W. 2516. **Price \$1.00.**

That this book should be written by

a fellow of the Royal Australian Historical Society, and produced by an organisation other than one of the railway enthusiast groups, is indicative of the importance the railway zig-zags over the Blue Mountains of New South Wales were to the development of this country.

As suggested by the title of the book, it deals mainly with the Great Zig-Zag at Lithgow; but the Little Zig-Zag at Glenbrook on the Eastern side of the mountains is also dealt with. The author also describes other zig-zag railways in Australia and other parts of the world.

Many people have driven their cars over the old right-of-way in recent years, but whilst many would look, as I have done, and make some comment as to how difficult it must have been to build the Great Zig-Zag, few would realise just what an achievement the construction of this route down the mountain was.

There are many things which are worthy of comment in this book, but one of the best features is the quality of the photographs. Many of them are reproductions of photographs owned by the Mitchell Library; one is dated as early as 1873, just four years after the line was opened, and the clarity of this picture is no doubt due to the absence of scrub, but it gives the reader an idea of the immensity of the undertaking.

I found the forty pages of this book to be most absorbing, and in fact prompted me to go back to the Zig-Zag for another look at the earthworks and the viaducts with a better appreciation of the problems and the solutions found by its designer, John Whitton.

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POWER OPERATED POINTS

by Russell Merriman

When we designed a new layout for our club, it was decided that there would be a large marshalling yard, and like any large yard the number of points required was considerable. We also decided that for efficient operation it would be necessary to have all the points power operated. This ideal seemed far from being achieved when we realised the cost of so many point-motors. It was therefore necessary to find an inexpensive means of power-operating the points: it was decided that the cost factor would outweigh many other apparent disadvantages, so when we found a disposal store selling P.M.G. relays for 25 cents each, we thought a good idea to do a test on them to see if they were suitable for our requirements. They were, and now we think that readers of the magazine would like to know how we made them work.

As supplied, the relays will probably be attached to metal bases. These bases hold relays and other electrical items, and the removal of the base is quite simple: just remove two screws, and the relay will come off. Put the screws back in the relays as you will need them later, and it is one place you will not lose them. You should also remove all the old wires which have previously attached to the relay terminals. These should come unsoldered easily, and although it is a tedious job, it has to be done. You can put the relay aside for a while now, and make up the mounting bracket.

THE MOUNTING BRACKET

The mounting bracket is made from a piece of sheet brass or steel, about 18 gauge or .040in. thick, cut to size, 1in. x 3in. Holes are then drilled to the sizes, and in the positions shown in figure 2.

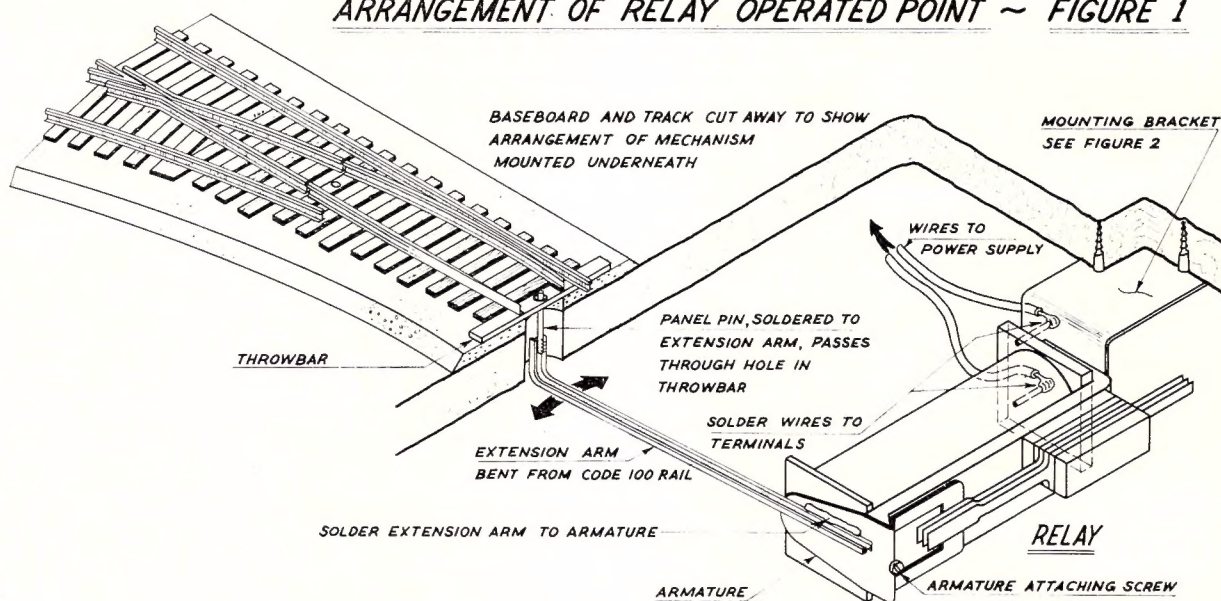
the armature (see Fig. 1). To make it possible to solder the arm, the plating on the armature should be removed along the line of the arm. This is best done by using a file. When soldering the arm, it is advisable to use a large soldering iron; a 50-60 watt iron is ideal.

After the arm has been soldered on, bend the arm at a point four inches from the armature, at right-angles as shown in Fig. 1.

You will now have to cut off some of the arm. The length of the arm is dependent on the depth of the road-bed plus the base-board, and plus the height of the mounting. That is, the end of the arm must come up the hole in the base-board to just below the sleepers on the point. Solder a 1 inch x 18 gauge panel pin to the end of the arm so that it will go through the throw-bar on the point by about $\frac{1}{4}$ to $\frac{1}{2}$ an inch when the relay is installed. The final step in modifying the relay is to replace the armature in the relay.

Now to mount the relay. Position the relay's armature below the centreline of the track, and insert the panel pin into

ARRANGEMENT OF RELAY OPERATED POINT ~ FIGURE 1



Now before you rush down to your nearest disposal store, I think you should be warned that there are considerable price variations on these items, so look around. In our experimenting we found that a relay of 500-1000 ohms were the most suitable for our needs.

On our layout we used Shinohara points, and so the mounting probably will be slightly different for your particular brand of track.

Before you can mount the relay to the point it is necessary to drill a $\frac{3}{8}$ inch hole through the roadbed and the baseboard, directly below the centre of the point throwbar. Make sure that the point throwbar will move freely, or the relay will have trouble moving the blades right over.

The bracket is then bent to form a right-angle, again refer to the diagram for the position. If you are going to do several points, you will find it an advantage to make a template of the bracket. If you do this, make sure the holes in the template are no bigger than the end of your centre punch.

Attach the relay to the mounting bracket using the screws you put back in the relay earlier—remember, we said you would lose them. When you have found them we can start to modify the relay.

The first stage of this task is to remove the armature. This is done by unscrewing the armature attaching screw, and sliding the armature out. The next step is to attach an extension arm to

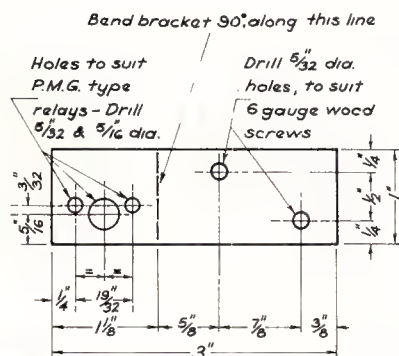
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the throwbar. Adjust the position of the relay so that the blades close properly against the stock rails. When you find the best possible position, screw the bracket to the baseboard. The relay is now mounted, but before you can operate, some other adjustments will most probably be necessary, especially after you have wired it to the control panel.



MOUNTING BRACKET~ FIG.2

To wire the relay up, connect the terminals at the base of the bobbin, through a suitable switch to the 12 volt D.C. outlet of the transformer. For a suitable switch we used P.M.G. lever keys. (If you have doubts as to how to wire these, the SCMRA book "Layout Wiring Made Simple" will help you). But even a household on/off switch could be used.

Your final adjustments are made by bending the extension arm SLIGHTLY. If there is insufficient movement to properly close the blades, then remove the armature from the relay, and increase the internal angle by a degree or two. Do not overbend or the relay will not close properly. Once you have achieved successful operation, the final

step is to cut off the panel pin below rail height.

As we had a large number of these relays to mount on the layout we stock-piled all the pieces first. The brackets were all made, and the arms were all modified. This way we were able to mount the relays to the points relatively quickly. We learnt, however, that it was wise to have some arms and brackets unbent so that we could mount them in-situ where the standard pattern was not suitable.

As we said earlier the saving in cost outweighs the disadvantages of using the relays, but as that saving has about \$3.00 per point, we feel that even the little extra work was worth it.

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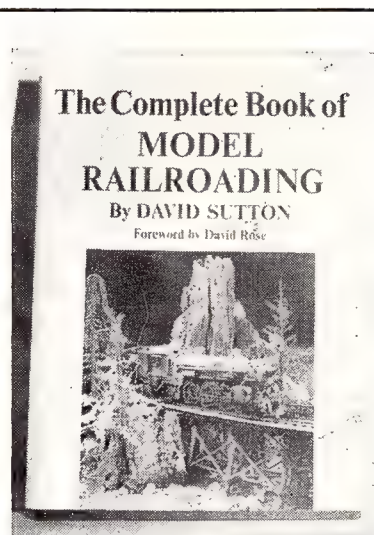
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SAFE WORKING WITH ELECTRONIC EQUIPMENT

by D. O. McNamara

Despite some natural reluctance by many modellers, electronic components are being used quite extensively in speed controllers, signalling systems and automatic train control units. The purpose of this article is to provide some simple methods to be adopted when using components such as transistors, diodes, resistors, capacitors and etc.

Most modellers will have all the necessary tools and equipment needed to construct and wire any of the above mentioned circuits, but one additional item which is very useful and usually not part of the kit is a multimeter. There is quite an extensive range of meters available, but if and when you do buy one, make sure that it has a clear scale, preferably with a mirror insert, and ranges from AC and DC volts, DC current (AC current scales are not usually required for this type of work and usually make the meter much dearer) and Resistance with Zero Adjustment.

Firstly, let us consider some important rules when soldering electronic (as well as other items) components and wiring.

- Always ensure the bit of the iron is clean and tinned.
- For small work, use a bit which has a small tip—this reduces the possibility of damaging the components.
- Do not work in a draughty situation the iron will take a long time to heat up, and then you will still have trouble heating the job to be soldered.
- Always use a non-corrosive flux (resin cored or sav-bit).
- If using untinned wire, clean the insulation and/or oxide from the portion to be soldered.

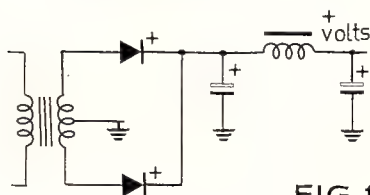
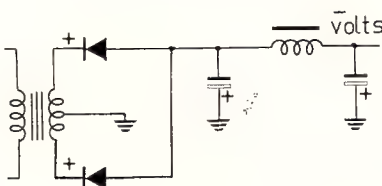
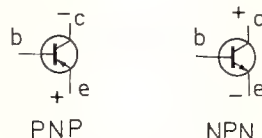


FIG 1

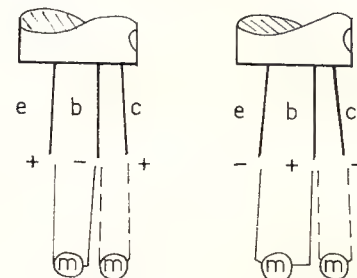


- Use a heat sink for transistors, diodes and other miniature components (a pair of long-nosed pliers between the actual component and the soldering iron is usually sufficient).
- If any doubt about soldering wires to items mentioned in (f) above, "tin" the portion of component to be soldered and the wire or other com-



SYMBOLS

FIG 2



LOW 'R' test for NPN
HIGH 'R' reverse for PNP

- ponent first, and then sweat the two together.
- Never blow the molten solder to solidify it quickly—the solder will crystallise and you will not have the best possible connection.
- Never apply a soldering iron to any circuit components unless power has been disconnected (also ensure that any electro-lytic capacitors are in a discharged condition).

Identification of Components

Transistors, diodes, capacitors and some resistors are labelled according to their type, but other items such as most resistors, transformers and chokes, etc., are usually identified by a code for resistors and coloured spaghetti on wiring for transformers. In the later case, there is usually an identification sheet with

the direction of the arrow (for those who still use conventional current flow, presume flow in the direction of the arrow), and electrons flow from negative to positive. Electro-lytic capacitors are "polarised", i.e., they must be connected with the + terminal or pigtail to + side of power supply. This connection is usually coloured red, with the —side of the capacitor being black, white or just the metal can. Figure 1 refers. Other capacitors are sometimes identified with a black band around one end, this should be connected to the earthed side of the circuit. If there is no band, then method of connection is not relevant.

Resistors are not polarised, but it should be remembered that as they are used to dissipate heat they should be mounted away from any other com-

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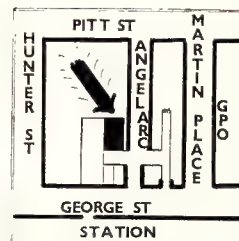
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ponents as far as possible, and particularly above the chassis thus ensuring free circulation of air around them. With all components, always mount them in such a position that you can easily read the value or identification code of the component.

**Checking Diodes and
Transistors**

If there is any doubt or suspicion regarding the condition of these components, there are some simple checks which can be made. A diode is a device which basically is open circuit in one direction (non-conducting) and short circuit in the other direction (conducting). By using a meter with a resistance range which does not exceed 1 mA on at least one range, check the diode by reversing the meter leads, and you should get a low resistance in one direction, and a very high resistance in the other direction. If you get high or low resistance in both directions, then the diode is usually no longer useful. As transistors are basically two diodes back to back (or nose to nose) they can be checked in a similar manner. The connections of the two diodes being emitter to base and base to collector. The transistor functions when a signal on the base of suitable polarity allows both diodes to conduct.

In operation, the emitter-base diode should be low resistance (conducting). Referring to figure 2, connect the negative lead of the meter to the base, and the positive lead to the emitter, and change over to the collector. If the transistor is not damaged, you should read approximately 60 to 100 ohms. When the positive lead of the meter is connected to the base, and the negative lead connected to the emitter and then collector, a very slight deflection should be noticed on the meter. If you get a low value resistance reading, the transistor is no good. Details of transistor connections vary and should be obtained from relevant handbooks or from the supplier.

Finally, as an electronics exponent you have to possess the following qualities: "The heart of a lion, the eye of an eagle and the touch of a gentle maiden".

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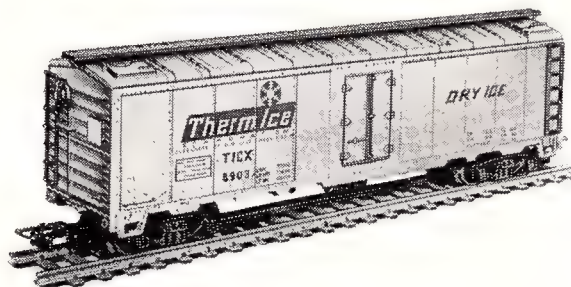
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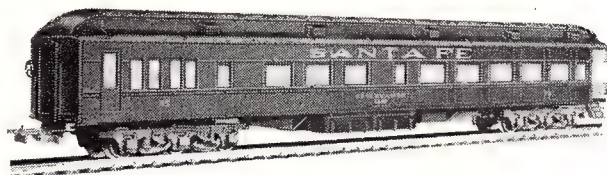
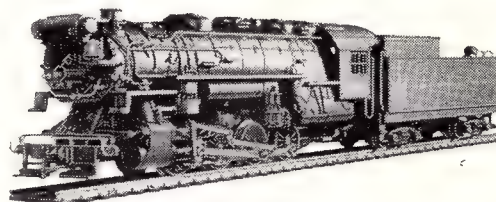


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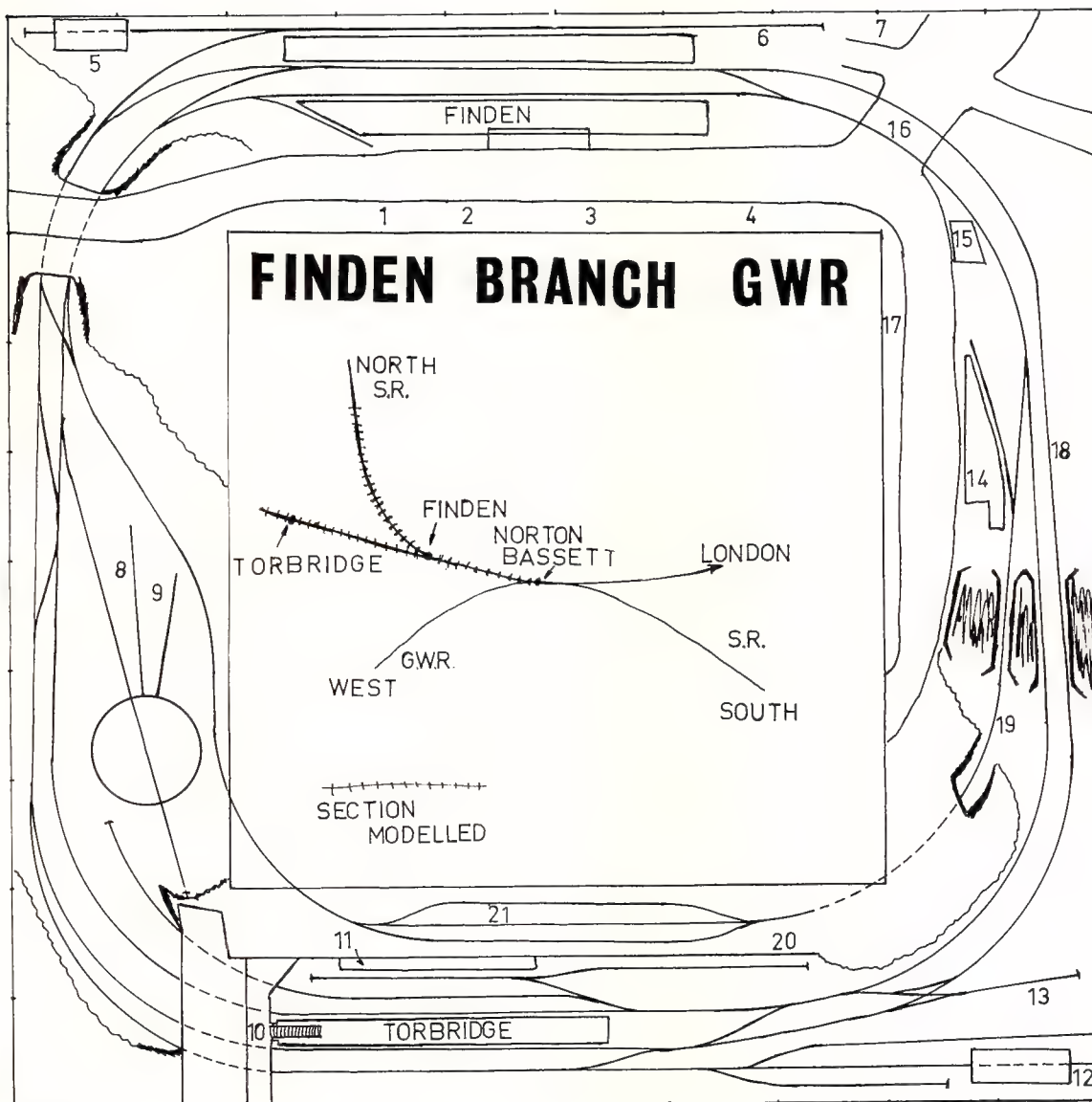
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9. Loco shed.
10. Torbridge Station buildings. Road level, above platform.
11. Goods platform.
12. Goods shed.
13. Yard loco store.
14. Butter factory.
15. Signal cabin.
16. Level crossing.
17. Farm house.
18. Main line.
19. Southern railway branch.
20. Dividing partition. Town scene painted.
21. Storage and fiddle yard.

NOTE: Markings on outline represent one (1) foot.

When we first set about building a model railway, our first problem was what prototype to follow. We liked the

equipment of the former Great Western Railway of England, and we knew that it was possible to get a large number of models of this equipment, and so we decided that that was the system to model. In making this decision to model a private British railway, we forced ourselves into having to model a period railway. So our next problem was what era. We wanted our locomotives and rolling stock to be as modern as possible, and so we chose the period immediately prior to nationalisation. The next step was to fix a location for our railway, and what type of line were we to model. We believed that an important branch would be best: that way we would be able to run all types of motive power. What we chose was not a branch in the strict sense of the term. It was not a short line running from the main to a small village, but rather a cross country line—one which would not only be able to justify the running of goods

trains but also a reasonable number of passenger trains. The line was a section of the Great Western, between the port of Bristol in the north, and the resort town of Torquay in the south. We also had a connection with the Southern Railways, and a portion of Great Western line to London. All this, gave us access, and an excuse to have traffic from all over England if we wished. The actual track diagram of the lines is shown in the layout plan.

We decided to model the main line from Norton-Bassett through to the town of Torbridge, twenty-five miles away. In doing this, we included another small junction at Finden, fifteen miles from the main-line junction. With all this decided we just had to work out a way to fit what we wanted into the space we had available: with one complication. We wanted the layout to be portable so that we could take it to exhibitions. Eventually we came up with

a plan to lay track on four sections each 2ft. x 8ft., which, when bolted together, gave us a hollow square 10ft. x 10ft.

The baseboard sections are built with a 3in x 2in pine underframe, which is covered by a table-top of ½ inch Pyne-board. The four sections are bolted together with ½-inch machine bolts through special fixing plates. The whole assembly is mounted on legs of 2in. x 1in. pine.

All the track and points are hand laid, using nickel-silver rail. All told there is some 300 feet of track and 28 points on the layout. All the points are power operated, using ex-P.M.G. relays which are also used for power routing. The signals are all scale models—4mm. scale—of Great Western types. As yet they are non-operating.

The scenery, which is typical low rolling country of the West of England, is made from cloth over wooden formers and paper packing. The clothing has been coated with glue and dyed cork. The trees are made from sponge rubber. The low rolling hills has not meant that we have had to have no tunnels. Track on British railways is kept as near to level as possible, and so tunnels are often bored through hills which, in Australia, would be climbed, and crested through a cutting. Our tunnel is on the section representing the Southern Railway, and it conceals the entrance to the "fiddle yard". This is shown in the plan as position 21, and we refer to it as Norton-Bassett. Fiddle yards are common on British layouts, they are placed out of sight of the spectators, and are places where trains can be held until required later.

Let us imagine we take a ride on one of the trains on the line, so that we can have a look at the features, and towns along the way. Leaving the yard at Bassett-Norton, we move out on to the main and pass the locomotive depot, with its stable of gleaming locomotives, and in a short while we are entering the yard at Finden. Finden is a small market town with a population of approximately 5000. It is the tourist's idea of the typical English village, with its old Tudor fronted buildings, and narrow streets. But not all is old in Finden, the locals are very proud of their new pub, and this is indicative of the prosperity of the surrounding district. Rail traffic from this town is surprisingly heavy; much farm produce leaves here for the London markets, while the area's biggest industry, the Devon Dairies butter factory requires a special freight several times each week. Passenger traffic is also good enough for the railway to be rebuilding the up platform. There are several passenger trains a day to both Norton-Bassett, and Torbridge.

Moving on from Finden, we pass the butter factory at North Finden, and then over the crossing which takes the Southern Railway's line to the north. After leaving this junction, known to the railway as Betton Junction, the line then runs on through the country to the large country centre of Torbridge. This is a very large town with some 65,000 residents, and it is the end of our journey. The line does continue on, but it is not used for passenger traffic. The



Finden, looking south. Notice the 0-6-0 tank loco purchased from ESSAR in 1936.

town of Torbridge has a number of light engineering industries, which create quite a deal of traffic for the railway. There is the usual amount of general goods and parcels traffic which is necessary to service a town of this size. All this means that there is quite a large yard here and an 0-6-0 tank locomotive is allocated here for shunting duties. There is a small locomotive service de-

pot at one end of the yard, but surprisingly, locos are not stabled here. All overnight stabling is done at Norton-Bassett. The amount of light loco work is therefore quite considerable and it gives the operating department some headaches, fitting these movements in between the regular train movements. Passenger traffic out of the town is heavy. There are regular through ser-

A Class 22xx 0-6-0 moves through the yards at Torbridge.





Loading ash at Finden down platform.

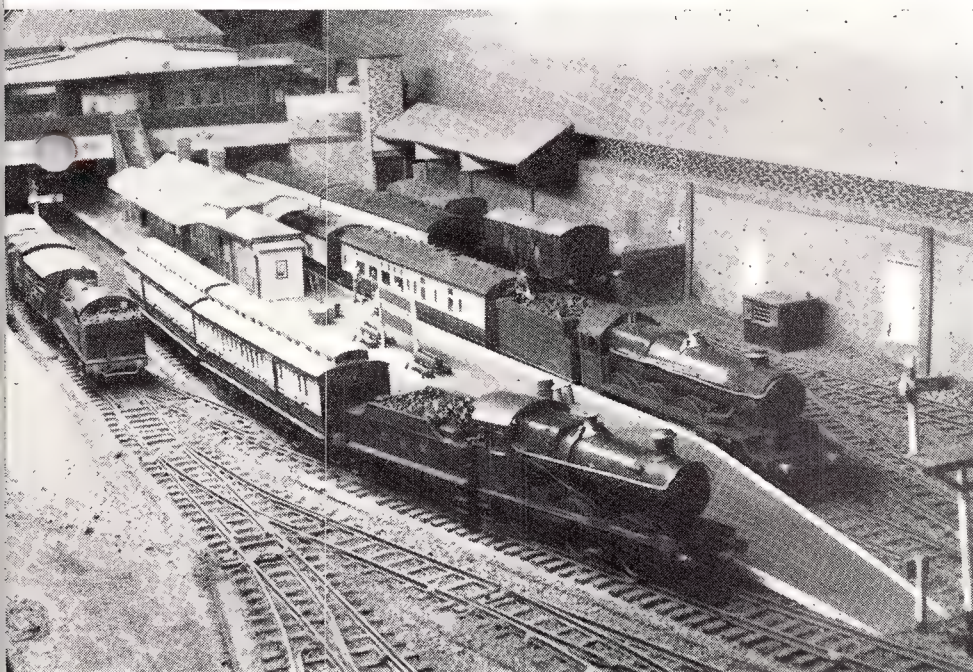
vices to London, on week-days, as well as local services to Finden and Norton-Basset. In the summer, special trains are also run to the coast at Torquay.

All the rolling-stock and locomotives on the layout have wheels to standards set down by the B.R.M.S.B. The couplings on the locomotives and passenger cars are Tri-ang modified. Some of the goods wagons are fitted with this type of coupler at one end, to act as match

trucks for the remainder which are fully equipped with three link couplings. The majority of the equipment is Great Western, although we do have one Southern Railways class S1, 0-6-0, and also a brake van belonging to the same system. We expect that these will be replaced as soon as possible.

Electrical control of the trains is accomplished by feeding the power to the blocks through lever keys. We also have

General view of Tonbridge.



an amount of automatic operation. We have a circuit of six relays to control the passing of trains at Finden. When a train arrives at Finden from Norton-Basset, it slows down and stops at the station platform. After a five second delay, the points at either end of the passing loop change so as to permit the departure of a train to Norton-Basset. The Up train will then remain at Finden until the arrival of the next train from North Finden, when the procedure is reversed. With this scheme it is possible to have two different trains operating on the layout during slack periods at exhibitions without the attention of the operators.

We do not consider the layout to be anywhere near completion. We still have much to do in the way of scenery, for example, but with each exhibition we find ways of improving the layout, and thereby we feel we are better equipped to introduce the hobby to others.

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STRUCTURES—AND HOW TO MAKE A GOOD MODEL

by Robert Tucker

Buildings on a layout are nearly as important as track and trains. The buildings around a model railway give the layout a feeling of being actually a model of something, rather than being somewhere to run a toy train. The buildings on a layout can make a spectator believe that it is logical for a railway to be there. It gives the impression that there are people to be served, that there are places to sell the goods that the trains bring into the district. Buildings on a railway layout can even set a geographical location for your layout. To explain this, one immediately thinks of Queensland, where the houses are often built high off the ground, a feature that immediately gives the railway a distinctive character. But this is not intended to be an article on the architectural peculiarities of Australia, but a help to those building model buildings.

If you are a beginner, you should naturally start with something simple. A plastic kit is ideal to start with; it will give you an idea of how to go about building your own designs later. Plastic kits offer the beginner a chance to get some well detailed buildings on to your layout without much trouble; these kits have a huge amount of detail, and the appearance is good, but there is something about them which most modellers find unsatisfactory. It is the plastic finish, it is generally slightly glossy, and the colours appear to be just too new. The problem is easily overcome by repainting, and weathering them to give the appearance of age. While you are doing this you will be gaining experience for later modelling efforts. At the same time be sure to notice the little bits which give the plastic kit that extra detail; this will help you to build a better model later also.

When you are building a model, either plastic or scratchbuilt, a certain amount of care should be taken. Use glue sparingly. Wipe off excessive amounts of overflows before they dry; if you get a big dollop of glue on a plastic kit you can spoil the plastic and so the whole model. Never squeeze the glue straight from the tube on to the model, but rather put a drop of glue on to a tooth-pick or something similar, then you can put the glue exactly where you want it.

If you should decide to build something in metal, then you will have to do some soldering. But the same rules apply, neatness is the keynote: scrape off excessive overflow, clean away fluxes after soldering, and keep your iron well tinned. Try to "jig" your work where possible to avoid burnt fingers. If you start by using solder with a high melting point, and work down to solder with a low melting point, items soldered pre-

viously will not come loose as you add more parts. But above all remember neatness.

The amount of detail or attention given to a model is the deciding factor in determining whether or not it is to be just an average model or one which causes people to comment. It is a challenge to observe the finer detail on a building and then incorporate it into a model. Things like door knobs, gutters, downpipes, electrical boxes and the wires, as well as "glass in the windows are all things which will give your model that extra "something". If you are really keen, and intend to enter a model in a competition, interior furnishing is practically a must, if you are to catch the eyes of the judges.

When building a model, remember scale is important. Not just the scale you build in, but also the general scale of the features of the building. Make sure that the whole structure is to the one scale, doors and windows are built to roughly standard sizes—there is nothing which looks more ridiculous than a door that is too small. When you decide to build a structure from scratch for the first time, it is probably best to choose a specific building, and get the relevant dimensions from it. Take some pictures, you don't need a fancy camera, all you are wanting is something to show you exactly what the building looks like, rather than what you think it is like. Observe how the windows are made and framed, the method of constructing windows has

changed over the years. Note how the doors are panelled, what the sides are like, especially if it is a timber building, and don't forget the roof.

Good models can suffer from poor finish, and sometimes a mediocre model can be up-graded by the application of a good finish. In general unless the prototype of your model is "brand-new", avoid the use of paint as paint, and apply it only as a "wash" or thinned mixture. There is an exception to this: when a model is made in metal, it will require at least a base coat of primer, and a coat of paint before it can be given a weathered look. Now go easy on the ageing: a model doesn't have to look as if it is about to fall down to be a good model. But just the same even when newly painted, an old building still has an atmosphere of age about it.

Scratch-building of structures, like anything else requires effort: not that much, but the effort to take a little care with the job, will improve each model that you build. When deciding to build something, do not be afraid to build a weatherboard structure just because it is difficult to obtain commercial timber shapes. It is not difficult to build such a structure using individual pieces of timber. The result is certainly worth the extra effort, even if you just do it once to prove that you can do it. Graduate yourself from scribing lines on clear plastic to form windows, and instead use pieces of wood for the frames and mullions.

In conclusion then, up-grade your structures, be neat in your workmanship, study the prototype so that your model will be accurately proportioned. Strive towards a realistic appearance, watch for small important details, and strive to make a continued effort to improve your modelling techniques. Remember a realistic model is the sum total of all its details.

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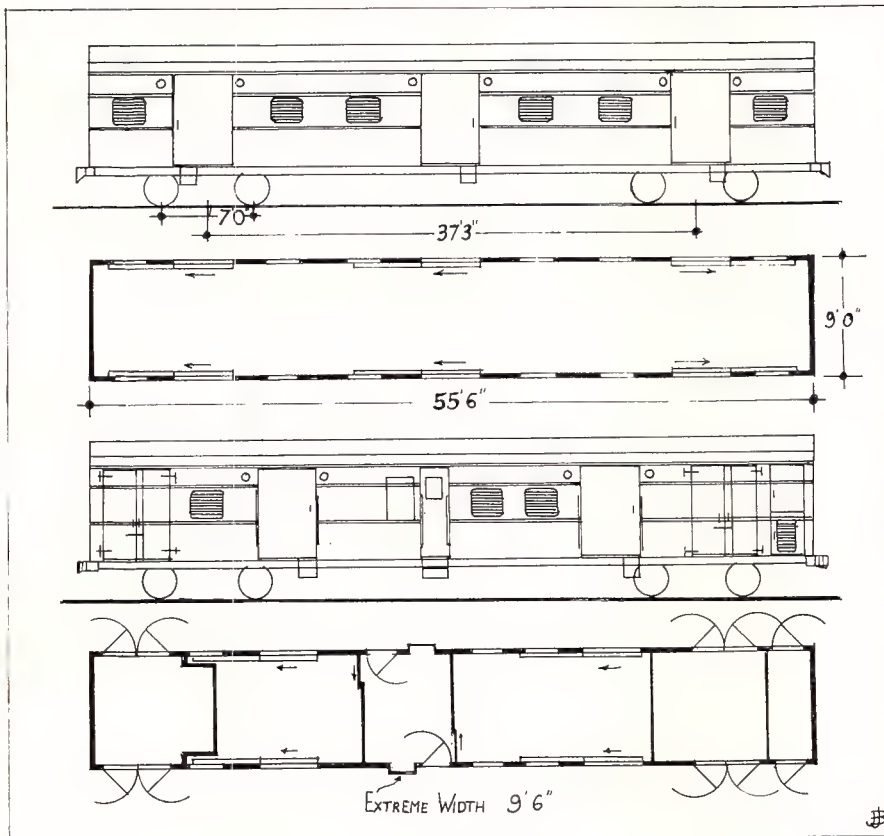
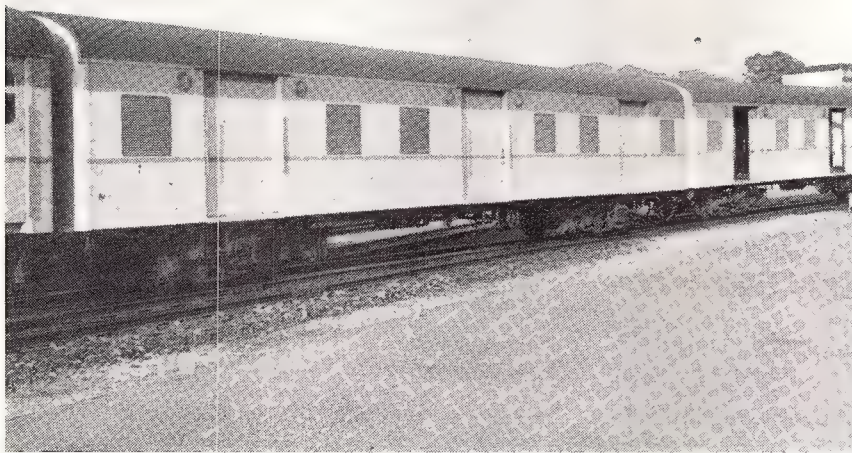
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THE 'LANDER CARS

(Part 2)

by John G. Beckhaus



In Part I the passenger cars, the Sunlander and the Westlander were covered. In this concluding part the Midlander, the Inlander and the power cars and vans will be covered.

The Midlander

The Midlander runs on the Central line between Rockhampton and Winton. The main towns it serves are Emerald, Alpha, Jericho, Barcaldine and Longreach. Construction of the Central line was commenced in 1867 from Rockhampton and proceeded westward in stages to reach Longreach (427 miles) in 1892 but the section to Winton (537

miles) were not completed until 1928, although a branch line from the Northern line at Hughenden to Winton had been completed in 1899.

Air-conditioned cars were introduced on the Central line in May, 1954. Normal locomotive working for the Midlander was a 1200 class D/E locomotive (1290 horsepower, cab, 88 tons) between Rockhampton and Emerald (165 miles).

A C17 class 4:80 steam locomotive between Emerald and Alpha (107 miles), assisted by a second C17 from Bogantungan to Alpha (45 miles). From Alpha to Winton it was hauled by a single C17 with a locomotive change at Longreach (155 miles and 110 miles). A water gin was attached west of Barcaldine. In 1957 Beyer Garratt Locomotives commenced to work the Midlander between Emerald and Bogantungan (63 miles) and in 1961 AC16 class 2.8.2 steam Locomotives commenced to work west of Bogantungan with similar rostering as the C17's.

In 1963 1600 class D/E locomotives (838 HP, Hood, 61½ tons) commenced to work all services west of Emerald with D/E locomotives of the heavier classes working east of Emerald.

With improved locomotives over the years acceleration of the services have taken place with the present time-table having a departure from Rockhampton at 5.25 p.m. on Tuesday and Friday, arriving at Winton (537 miles) at 2.06 p.m. the next afternoon. It departs from Winton at 2.00 p.m. on Thursday and Sunday to arrive in Rockhampton at 10.10 a.m. the following morning. The normal load for the Midlander is 350 tons and one consists of a power car, four sleeping cars, two sitting cars, dining cars, baggage car and a brake van. The dining car is attached over the entire journey.

An accident in 1960 at Medway Creek, west of Bogantungan, which was caused by the bridge, which had been weakened by flood waters collapsing under the weight of the train, caused one of the two C17 class locomotives, the power car, three sleeping cars and the dining car to fall into the river. Seven lives were lost and forty-three people were injured. The power car MPC 1434 and a composite sleeping car MCS1468 were later scrapped as a result of the extensive damage done.

An expanded history of the central line was published in the Aug./Sept. 1963 AMRM.

The Inlander

The Inlander runs on the northern line between Townsville and Mt. Isa. The main towns it serves are Charters Towers, Hughenden, Richmond, Julia Creek, Cloncurry and Duchess. Construction of the northern line was commenced in 1880 from Townsville, reaching Charters Towers (83 miles) in 1882, Hughenden (236 miles) in 1887 and Cloncurry (481 miles) in 1908. In 1929 with the opening of the mines in Mt. Isa the line was extended to this town (603 miles).

The northern line was the first to receive air-conditioned cars when the first set of 'Lander cars to be completed was sent to Townsville in February, 1953. Normal locomotive workings for the Inlander was a 1150 (then 1210 class) D/E locomotive (1100 HP, Hood, 88 tons) between Townsville and Charters Towers (83 miles). Two C17 class between Charters Towers and Hughenden (153 miles), and a single C17 between Hughenden and Mt. Isa with locomotive changes at Julia Creek and Cloncurry (162 miles, 83 miles and 122 miles). In 1956 1170 class (then 1500 class) D/E locomotives (710 HP, Hood, 60 tons) commenced to work west of Charters Towers. With track improvements 90 ton D/E's were permitted to work to Hughenden by 1963. The Mt. Isa rehabilitation programme has enabled the line to be upgraded to carry multi-unit 90 ton D/E's on loads up to 2,600 tons between Townsville and Mt. Isa. The original composition of the Inlander was locomotive MPC MBL MBS MBS/C MDC MCL MAS MAL MBC MMV 11/380 tons but now with additional loading and the attaching of express bogie freight cars off North Coast fast freight trains the load can now be built up to 18/600 tons. The dining car is attached over the entire journey. The present time-table has a 2.00 p.m. departure from Townsville on Tuesday and Saturday, arriving in Mt. Isa at 11.00 a.m. the next day. It departs from Mt. Isa at 7.00 p.m. on Wednesday and Sunday arriving the following day in Townsville at 3.00 p.m.

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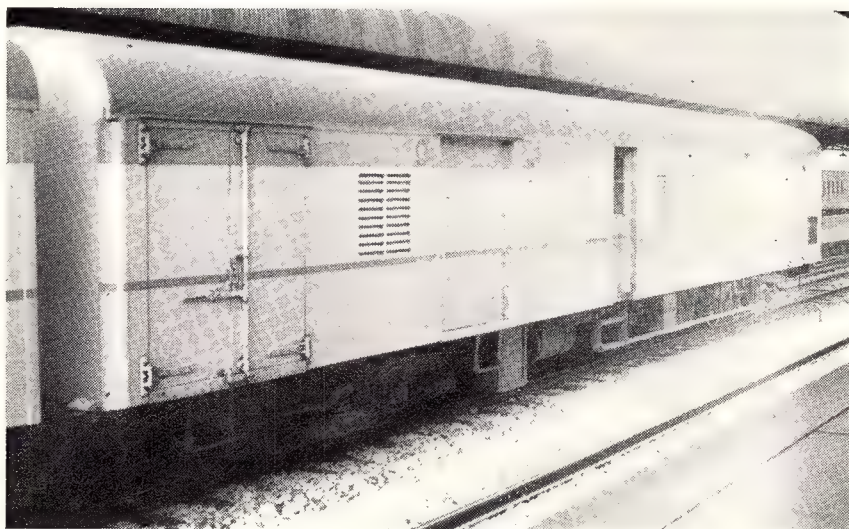
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Type of Car	Tare t.	Weight cwt.	Code	Car Numbers
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Power/Baggage Car	31	19	MPC/B1755	
Power/Refrigeration Car	22	03	MPR	1754
Baggage Car	23	15	MBC	1446 1447 1448 1449 1450 1451 1452 1453 1454 1455 1456 1457 1458 1459
Brake Van	29	00	MMV	1438 1439 1440 1441 1442 1443 1444 1445 1539



Details of the Cars

MPC

These cars originally fitted with five Meadows 60 kW Diesel Alternator sets. The sets are arranged across the car with a cat-walk along the side of the car to enable easy operation of the sets. The centre set has now been removed as only four sets were required. The sets are wired so that as not all sets are required to be used at the same time the sets can be switched in as required, with the other sets on standby. Most of this class have 5ft. 10in. cast bogies but MPC 1538 has the standard 7ft. 0in. Commonwealth bogie.

MPC/B

This car was built in 1966 as a spare power car. It is fitted with two Caterpillar D343T 150 kW Diesel Alternator sets arranged along the centre line of the car. Only one unit is required to be used and the other set is always on standby. This car has a baggage compartment at the leading end of the car and is fitted with 5ft. 10in cast bogies.

Power car MPC 1434 was scrapped in 1960 following the Midlander accident.

The MPC and MPC/B have Buffers and screw couplings at the leading end and automatic couplers at the trailing end. There is a vestibule connection at the training end to enable the train fitter access to the train.

MPR

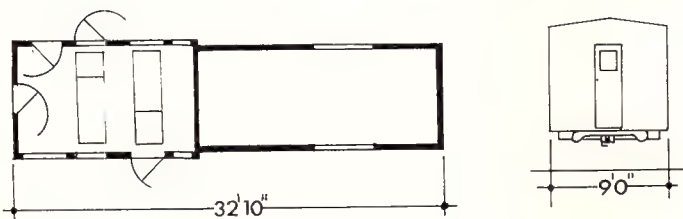
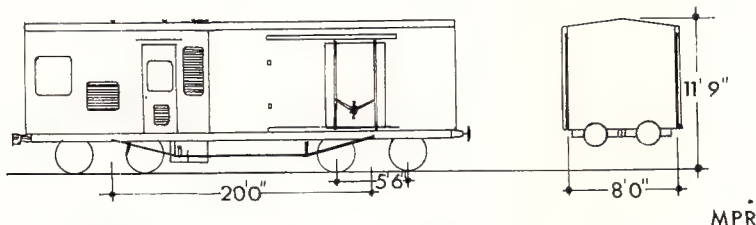
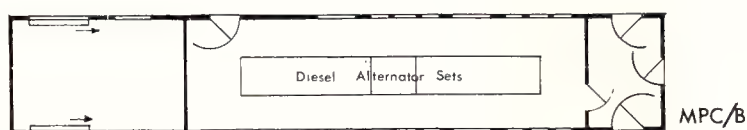
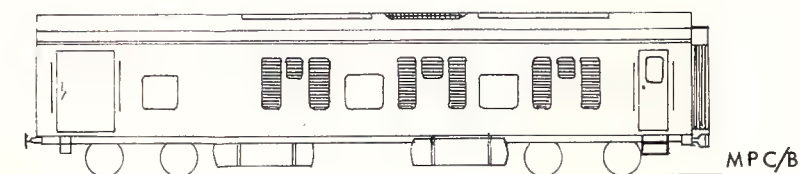
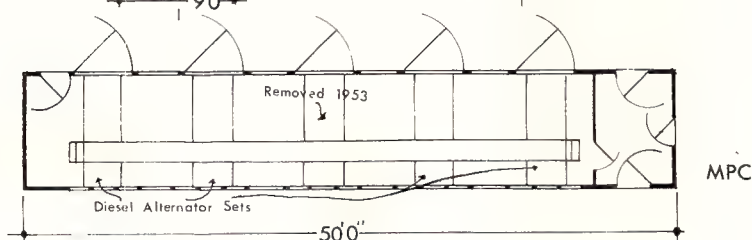
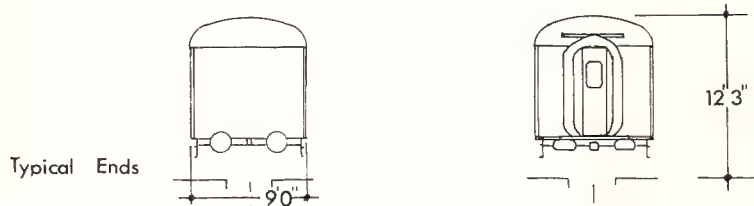
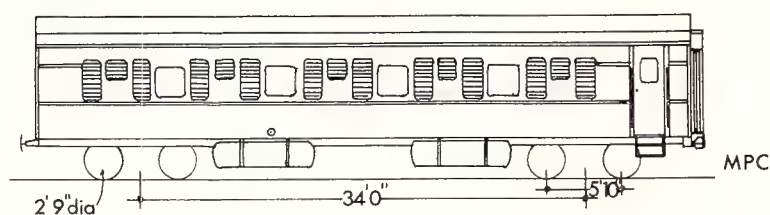
In 1964 it was decided to provide the air-conditioned service to Quilpie and as the existing stock has head-end power and the use of standard power car on this train would have been extravagant it was decided to convert a refrigerator car CMIS 30899 to a special Power/Refrigerator car. For details of the CMIS refrigerator cars see Oct./Nov. 1963 AMRM. The refrigerator (trailing) end of the car remained the same but the power (leading) end of the car was widened to enable two Gardner 50 kW diesel alternator sets to be mounted across the car. As this car is marshalled at the rear of the Westlander the couplings are the reverse of the other power cars. This car is fitted with 5ft. 6in. Andrews Bogies.

The MBC baggage car has the standard 7ft. 0in. Commonwealth bogies fitted and has automatic couplers but no vestibule connection to the train.

The MMV brake van is similar to the MBC except that at the trailing end of the car the automatic couplings are replaced by standard buffers and screw couplings.

The information for this article came from the Australian Railway Historical Bulletin, Queensland Railway publications and from personal observations and notes.

Complete diagrams of the 'Lander cars are available from secretary, Queensland Railways, Anzac Square, Brisbane.



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OUR PLAN — NEW SOUTH WALES RAILWAYS

46 CLASS ELECTRIC LOCOMOTIVE

In June, 1952, the Chullora Workshops of the NSW Railways completed a box-cab electric locomotive of Co-Co wheel arrangement using many components similar to those in use in suburban electric trains, including six traction motors with a short-period of 450 h.p.

Originally numbered 4501, but re-numbered 7100 in 1961, this locomotive was used for training of drivers for the electrification of the main Western line to Bowenfels, but has seen little use apart from shunting at Flemington carriage sheds, for which use it had bogie-frame mounted buffers replaced by a diaphragm plate, to simplify coupling to diaphragm fitted passenger cars. It was extensively overhauled in 1967 but is at present out of service awaiting delivery of spare parts.

From experience gained with 7100,

the standard electric locomotive type, the 46 class, was designed by Metro-Vickers (U.K.). The wheel arrangement with unevenly spaced wheels in articulated bogies was duplicated, using cast frames in place of 7100's fabricated bogie frames. These bogie frames carry an automatic coupler with transition links and normal side buffers each end.

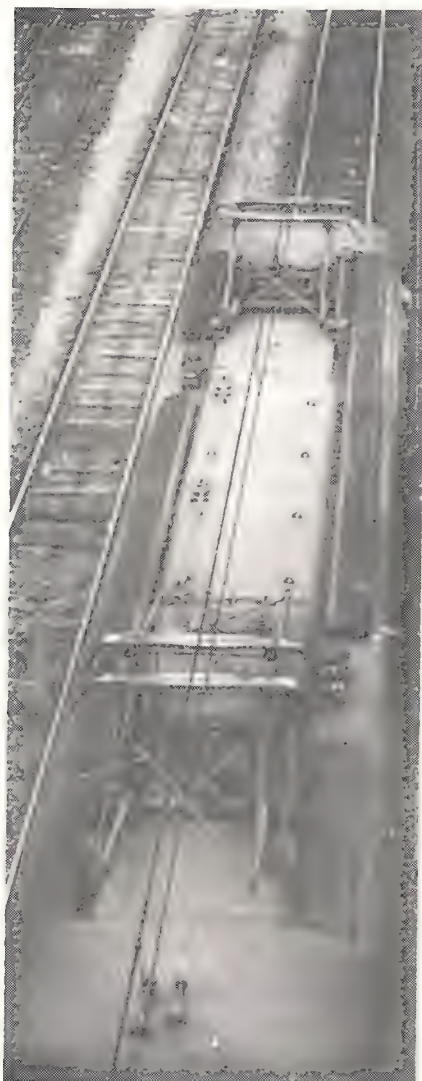
The traction motors are six pole, series field D.C. machines with lap wound armatures carried on roller bearings. The motors are nose suspended and drive through rubber-bushed gears. They are rated at 630 h.p. each for one hour, and 567 h.p. continuously.

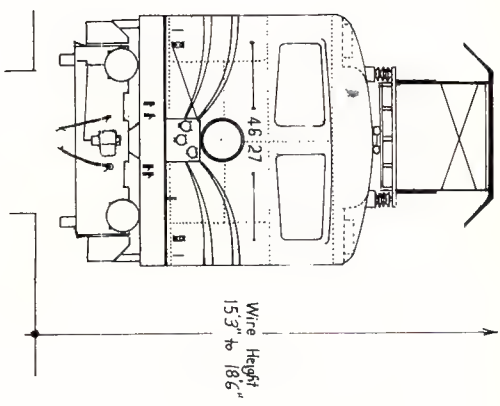
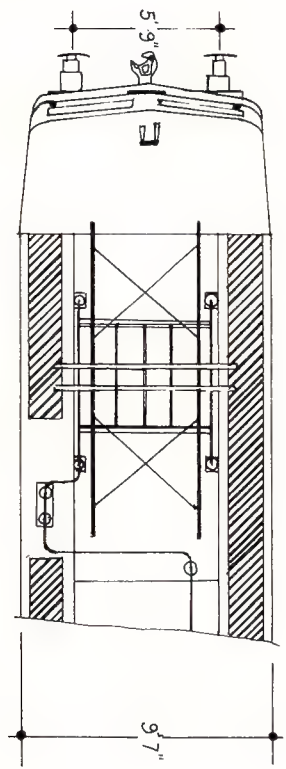
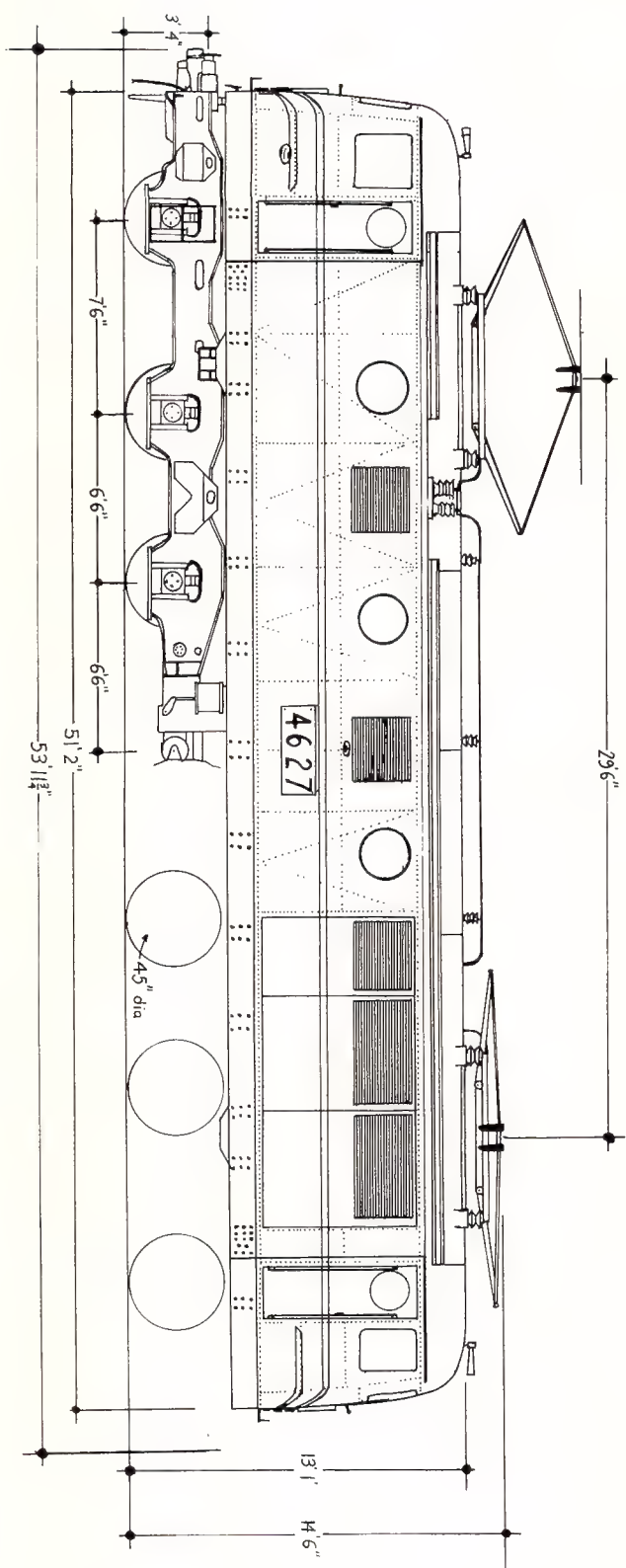
The car body bears little likeness to that of the 7100, and in fact the shaped ends and roof details are greatly reminiscent of many locomotives built by the Alstom organisation, in France, for many railways including Spain and the

U.S.S.R. (The most famous of these locomotives are the SNCF CC7100 class Co-Co, which achieved 205.6 m.p.h. on the Paris-Lyon route with a three-car test train.)

The 46 class were specifically designed for the Wallerawang coal traffic and are capable of hauling 1,100 tons at 35 m.p.h. on a 1 in 90 grade, such as that between Zig Zag and Newnes Junction, or 400 tons at 35 m.p.h. on 1 in 33 grades such as between Valley Heights and Katoomba.

The coal traffic did not eventuate, however, and the electrification to Gosford on the Northern line enabled use to be made of the 46 class locomotives, particularly in replacing the steam bank engines on Cowan Bank, five miles of 1 in 47, and removing the smoke problem from the 5,780-ft.-long Woy Woy tunnel.





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ON THE COVER:

The scene on this issue's cover was captured by John Bevan on the TT gauge layout in a coffee table. The layout is owned by Dr. J. T. Moss.

Last issue we omitted to tell you about the cover photo, which was a scene of the HO gauge layout of the Toowoomba Society of Model and Experimental Engineers.

46 CLASS

Since the electrification has been extended to Glenlee on the main South line for export coal traffic, there has been a shortage of electric motive power, and 7100 was used on the Glenlee coal trains until its most recent withdrawal.

The 46 class engines haul most goods traffic between Sydney and Gosford and Lithgow, but are used only on the coal trains on the South line.

The 'Central West Express', 'Brisbane Express (via Wallangarra)', and 'Newcastle Express' are the only named trains hauled by electric power over the electrified sections of line. The 46 class can operate in multiples of two, or even three on some sections of line: 7100 has no such provision. Electric locomotives are often used to assist diesel hauled trains, but the difference in minimum speeds (35 m.p.h. for 46 class, 7.36 m.p.h. for a 45 class diesel electric) means that this is not an efficient procedure as the electrics would be providing most of the power.

Commencing with 4618 in 1967, the red waistband of the 46 class was replaced by a narrow yellow band with chevrons on the ends and the end number was raised from below the footplate to above the headlight. The basic maroon colour was retained.

Type: Co+Co box cab.
Power: 3400 h.p. continuously at 34.5 m.p.h.

Line Voltage: 1500 V. Direct Current.

Length: 53ft. 11½in. over buffers.

Weight: 112 tons.

Axle Load: 18 tons.

Maximum Speed: 70 m.p.h.

Builders: Metropolitan Vickers and Beyer Peacock (U.K.).

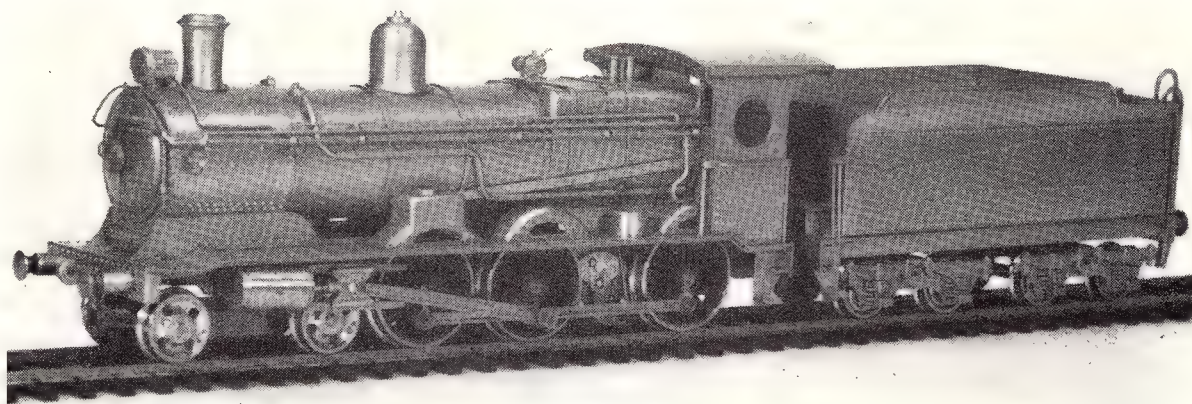
Road Numbers: 4601 to 4640.

Notes by Peter Clark; photos by Peter Clark and J. J. Bevan; drawing by J. J. Bevan.

IMPORTANT NOTICE

The managing editor of Railbooks/Traction Publications wishes to advise that he was for some time unable to attend fully to business owing to pre-occupation with other urgent matters. He apologises to those customers who have been kept waiting for orders and replies. All orders are now receiving prompt attention, but it will be some time before the backlog is entirely cleared.

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BULLETIN OF THE SYDNEY MODEL RAILWAY SOCIETY

The 33rd annual general meeting of the Sydney Model Railway Society was held on July 21, 1969, at the Railway Institute, Castle-reagh St.

In his report, the president, Paul Simpson, said the total membership at present stood at 51, an increase of two members, and six over the number allowed by the Society's rules. The new members are:

'HO' gauge:

G. Hodges, G. Deitz, K. Foran.

'O' gauge:

J. Clifton, R. Le Marsney, R. J. Cook.

To these members I extend a warm welcome on behalf of the Society, and hope that they will engage in the activities of the two layouts.

Although work on the 'O' gauge third rail system has been completed since early this year, the attendance of 'O' gauge members is still low. To ensure a full complement for satisfactory running nights, it is hoped that more members will attend in the near future. This applies to the 'HO' gauge members also.

In his report the president commented on the successful Christmas function held last December, with a large gathering of members and their families present. At this function, which was held in Railway House, Wynyard, we screened the 90-minute film "The Train". Everyone enjoyed the movie and the supper. The president said he hoped that it would be possible to hire another film of a railway theme for the Christmas 1969 function. Thanks were also extended to Barry Milner (projectionist), Lionel Glendenning (soft drinks), and Arthur Hall (obtaining the film), for their contributions to the evening.

The idea of imported brass locomotives of Australian prototypes has been talked about for years, and a few types of N.S.W. and Victorian engines have been produced. This year we have seen the production of a 32 class in 'HO' scale being arranged by a local hobby shop. It seems that if this venture is successful, it could mean the production of other classes of Australian locomotives. It is up to the

Australian modeller to encourage the manufacture of these models by purchasing them as they become available.

Lastly, the president thanked all the officers and members who have attended club nights during the past 12 months. Special thanks were extended to the secretary, John Brown, who continued his duties although during this time he lost both parents: the deepest sympathy of the Society was extended to him. Ken Smith was thanked for his work as treasurer, and Lionel Glendenning and Don Stone were thanked for their efforts supervising train running operations.

The election of officers for 1969-70 resulted in the re-election of the president, Paul Simpson; secretary, John Bowen; vice-presidents, Don Stone ('O' gauge) and Lionel Glendenning ('HO'); treasurer, Ken Smith, and auditor Arthur Wheatley. Arthur Hall was re-elected librarian, with new member Bob Gallagher as his assistant. Layout running committees are Max Mitchell and Don Stone ('O' gauge) and Jeff Deitz and Bob Gallagher ('HO'). Reporters for Yardmaster notes: Lionel Glendenning and Max Mitchell.

Members are reminded that their subscriptions are due, and must be paid before the end of May. The date of the annual general meeting has not yet been determined, but as soon as the date is known it will be posted on the notice board.

A recent visitor with his modelling family was Ivan Head of Coolangatta, Qld. Mrs. Head described their new house as having been built around the layout. Mrs. Head also said that she enjoyed the hobby along with the rest of the family, and was responsible for much of the scenery on the new layout.

We are pleased to announce that we have been able to arrange with the Southern Cross Model Railway Association for space on their stand at the Sydney Model Railway Exhibition to have a static display of some of the home-built NSWGR models mentioned in this column. The models are to be displayed in a glass show-case and will be flanked by pictures of the Society's 'O' and 'HO' gauge layouts.

'O' GAUGE NEWS

John Davies has had four 'Melbourne Express' type 12-wheel sleeping cars in for a test run. These cars have been finished in the varnished timber as were the prototypes some years ago.

Seeing them hauled by John's streamlined '38' class was quite spectacular.

Max Mitchell, who brought in a model of the NSWGR 'Vintage Train' some time ago, now has a train of seven Canadian and North American prototype freight cars. They ran round the layout appropriately hauled by Max's Chesapeake and Ohio 2-8-2 Mikado.

Norm Read has made available three locomotives to help relieve the motive power shortage. The locomotives are a '53' class and two '38' class (unstreamlined). The shortage of engines has caused us to have considerable difficulties in operating procedures. Normally to operate efficiently we need at least 12 engines, and so his contribution has been most welcome.

'HO' GAUGE NEWS

The hazards of straying on to the 'HO' right-of-way should not be laughed at. Take the case of secretary John Bowen, who was busy telling members an item of great importance, with his hand resting on the main line, when out of a tunnel came an express freight. The way John moved his hand out of the way on the first impact indicated that there's no chance of him getting bitten by a snake; the snake would be too slow.

What's been seen lately on the 'HO' tracks? Well, there has been Ken Foran's new 13 class in green livery; Geoff Deitz has had an Alco PA 1 by Balboa, wearing Santa Fe colours. Bob Gallagher's models of NSWGR 1033 and 1803, finished in black with red buffer beams, are two very impressive models. There has been a repeat appearance of Arthur Wheatley's green 40 class, whilst a visitor, Gary Kahler, brought in a large range of models including a 60 class of the NSWGR, a VR 'R' class and strings of MRC's in black and white, plus UME and LME flat cars. There were many other goods wagons, all fitted with Kadec couplers. This necessitated the running of the trains as a block, as the 'HO' layout has standardised on Mantua Couplers. Also, this prolific builder had with him a NSWGR 'CLUB' set with ACX and HCX passenger cars. Highlight of the August 25 meeting was Arthur Wheatley's grand slam—12 MHG's; some for replacement of the club's four-wheel vans (an early Wheatley contribution), and the others for distribution among the group of members with NSWGR home layouts. All were delighted with the additions and much hand-pumping ensued.

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wish to apologise to the many people who have been unable to obtain one of our new plastic kits. The demand has far exceeded our production but we are catching up, and we hope that soon all who wish, will be able to enjoy constructing one of our kits.

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MIXED GAUGE

by Spencer Street

Here is a highly unauthoritative guess. It would seem that the NSWGR is quietly starting an image change. The first indication of this was the announcement that the new stainless steel double-deck interurban cars will have a blue trim. Then the arrivals indicator at Sydney Terminal was redesigned and painted in blue and white; now, some of the old Silver City Comet cars are being repainted in the original colours of silver and blue. The colour is a light blue. Unfortunately the Department is remaining silent as to what the colour actually is called: in fact, there are people who won't even admit the colour is being used at all. With all the guards' vans being painted in the Indian Red with Chrome Yellow lining familiar to all as the present livery of the passenger equipment, it is not beyond the bounds of reason that the Department feels the passenger stock should be painted a more distinctive scheme.

Since seeing the dual-gauge points which we received for review, I cannot help but wonder if here is an item which could be a reasonable line for a specialist manufacturer. With the advent of a standard gauge, there has been an increase in the number of multiple-gauge yards in various parts of the country. I have mentioned the three-gauge yards at Peterborough and Gladstone, S.A., previously in this column, and while I cannot imagine an overwhelming demand for three-gauge points, I am sure that if they were available we would see many modellers incorporating that most Australian of all railway features, the Bogie Exchange plant. Perhaps there could be an opening here for someone to start a custom building service.

There are many railway stations around the country which have bay roads. These platforms are generally used by the local railmotor, as a platform to wait for the mainline trains; the road is also the place where the motor is stored overnight. Yet has the thought ever struck that these bay roads were built long before railmotors were ever thought of? I was reminded of this fact the other day when reading an article about the Ararat to Portland line in Victoria. It seems that most stations on this line were built with a bay road and platform for the unloading and loading of private carriages on to railway trucks. It was also used, of course, for the loading of the horses into the horse-boxes. So once again we find there is nothing new under the sun: the passengers' cars are still carried on railway wagons, as on the Victorian Railways Motorail services between Melbourne and Mildura.

As you all know, we rely on contributions from readers to make up the articles in this magazine. If we don't get articles sent in, we can only pester

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MIXED GAUGE

the people around us for them: this means that they will all be of a similar nature, and the magazine will get pretty boring pretty quickly. Now I have said before that they don't have to be elaborately written; those who have submitted articles will tell you how a simple draft can be expanded. But what we do need are pictures with the articles. This does make it a little more difficult for many of you who consider yourselves to be modellers, and not photographers. So I will try to explain what we need, and I am sure that most of you will be able to find someone who is a photographic enthusiast who will help you produce what is needed—not that it is so difficult. Subject matter is easy—you all must have ideas as to what you would like to see as a photograph in the magazine; the important thing is to get something as the centre of interest. So that the photographs will fit easily on to the pages, we like them to be of certain sizes: these are 2½ins., 4½ins. or 7ins. wide. How deep they are does not really matter so long as it is not more than 9ins. The prints need to be on glossy paper, and unfortunately we are unable to return those which are used. The unused we will return if you wish, but sometimes we can use them in another issue. If you have a good photograph which you think we could use on the cover, it must be 8½ins. x 6ins.

★ ★ ★

I had someone say that they would give us an article about their layout, but it was not Australian and so we would not be interested. Very few of us have purely Australian layouts—in fact, a large number have no Australian models at all—so we could not afford to be so "one-eyed" even if we wanted. What we do want is to record or report on modelling in Australia, regardless of what prototype is followed.

★ ★ ★

My spies have really failed me this time. Surely the best-kept secret in Australian railway modelling has been the introduction of a line of kits in HO3½. To those unfamiliar with this designation, it is for models which are built to a scale of 3.5mm. to the foot, and which operate on TT or 12mm. gauge track: in other words, 3ft. 6in. prototype modelled in HO. That we should see such models is surprising. The majority of people who model 3ft. 6in. gauge railways do so in 3/16in. to the foot, and so it would be expected that anyone deciding to produce a line of kits such as this would be in the larger scale. The only reason I can see for the present move is that the producers are hoping to get the people who are already in TT gauge, and also, perhaps, an attempt to get 3.5mm. scale modellers of standard gauge to model this the standard narrow gauge in Australia. Whatever the reasons, it is a startling development, and it will be interesting to see how well this line will sell.

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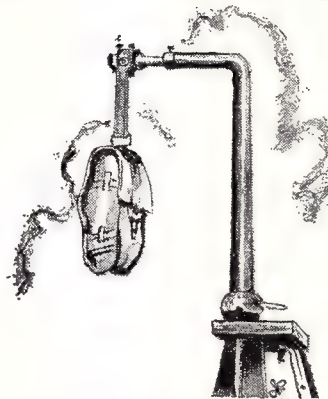
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MAIL BAG



Sir,

I have just read a copy of your July/August magazine, and I feel that I should write to tell you that I consider 'Health through a Hobby' to be more than a punch-line. Whilst recovering from a serious illness, I was forced to find something to entertain my two smallest children: so I got out my older son's Tri-ang layout. I have at last found an interest outside of business.

I have had to re-learn how to solder — I feel I am lucky not to have burnt the house down. I have found that I will have to re-learn a lot of things, but that is all to the good. I have found a hobby of my own liking. I am able to overcome my frustrations and resentments: it means that I can look upon tomorrow as almost today, rather than as just another day to live through.

I wish the Sydney Model Railway Exhibition every success, and also the future of your magazine.

C. E. BRAGGINS

Rotorua, N.Z.

Sir,

Your editorial in the May/June issue prompts me to say that someone IS making a packet on imported models. Let me quote you an example.

Recently I purchased from the U.S.A., at retail price, a model locomotive which is advertised in Australia for \$59.95. After paying the usual duty of 45%, the landed cost to me was \$27. I paid no freight on this item, that was done by the retailer, but the charge was under a dollar.

It is usual for the wholesaler to add 25% to the original price, which means that he sells the model to the retailer for \$33.75: remember this is being worked out on the U.S. retail price. It is normal for the retailer to pay the purchase tax out of his mark-up, which is normally around 50%. In this case the tax would be \$5.05, and the price of the item on the shelf at the hobby-shop would be \$50.62.

Now I know retailers who buy this model from the Australian importer for \$43.50. This means the retailer gets a margin of \$16.45, and out of this he has to pay the sales tax.

Now, assuming that our local importer is buying at the U.S. retail price, he is making up about 65% on the landed cost, including duty, and I for one cannot believe that he can't do better than the U.S. retail price on his buying.

I know of another case, where an item can be landed in this country and sold retail for \$2.25, yet I have seen them marked "Reduced to clear \$2.50".

I do not think that the retailer is to blame, and it is no wonder that they are being hurt by modellers buying direct from overseas re-

tailers. The cases I have quoted are not isolated, I could quote many others, but what's the use?

TED FROST

The Basin, 3154.

Sir,

I have recently acquired a "K's" kit of an R.O.D. 2-8-0 locomotive. Perhaps a reader would be able to tell me what livery is used by J. & A. Brown on their R.O.D. locomotives, as well as any features of lettering and numbering. Perhaps someone could even tell me the number of the engine reputed to have hauled Marshall Foch to the armistice in? In short, any help to turn this fine kit into a model of an engine working on an Australian coalfield, I will be most grateful.

COLIN E. THOMPSON,

Braddon, 2601.

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To Club Officers: These pages are available for the dissemination of news about your societies. Brief news about activities will be welcome for these pages. Closing date is fifteenth of month prior to month of issue.

SOUTHERN CROSS MODEL RAILWAY ASSOCIATION

Members in all States of Australia, New Zealand, North America, Vietnam, England and Europe.

Secretary: Terence N. Carpenter, P.O. Box 107, Lakemba, N.S.W. 2195.

Membership Dues: \$4 p.a. Joining fee \$2.

Division Representatives:

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N.S.W.: John Bevan, 46 Thorne St., Edgecliff. 2027. Ph. 32-1000.

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W.A.: Aub. Thorpe, 14 Straun St., Warradale. 5046.

Tas.: Lloyd Crosswell, 12 St. Andrews Place, Launceston. 7250.

N.Z.: John Yolland, 7 Riverina Ave., Pakuranga.

S.C.M.R.A. Eastern Division

MEETINGS:

October 11: Tony Cutcliffe, 10 The Comenarra Parkway, Kissing Point.

November 8: Warren McLeod, 12 Lowanna St., Belrose.

AUSTRALIAN MODEL RAILWAY ASSOCIATION, New South Wales Branch. Secretary: Phil Kelly, 20 Lee St., Condell Park, N.S.W. 2200.

The main activity of the branch for the last two months has been preparing a layout for exhibition at the Sydney Town Hall over the October long weekend. This has been under the guidance of Phil Kelly, and we hope to have all Australian equipment operating on it at the exhibition. It has not been all work though, we found time in August to visit the Sydney Live Steam Locomotive Society at West Ryde.

Coming meetings to be held at our club rooms at Church Lane, Rockdale, starting at 2 p.m., are as follows:—

October 18: Post exhibition discussion — all comments welcome.

November 1: Private layout visit to be arranged.

November 15: Auction at the club rooms.

December 6: Christmas party to be arranged.

December 20: Layout operation at the club rooms.

January 3: Layout operation.

SOUTH AUSTRALIAN RAILWAY MODELLERS ASSOCIATION. Secretary: Bob Irvine, 50 Gardiner Ave., Warradale.

Meetings are held at 7.45 p.m. in the Railway Institute Hall at the foot of the stairs leading down from the Adelaide Station car park. An illustrated talk on British Rail will be given at our meeting on September 13, selected railway films will be shown on October 8 and a talk on early SAR locos will be given by a member of the ARHS on November 12.

Club modelling nights are continuing on the third Friday of each month. The scratch built 8300 class SAR brake vans are complete and we have turned our attention to the 'Celery Sue' type of refrigerated van as our next Club project.

On August 15 a group of members had an enjoyable evening inspecting the \$50 million Torrens Island Power House. Our next jaunt will be an overnight trip to Terowie riding on freight trains in early November.

TOWNSVILLE MODEL RAILWAY CLUB. President: Keith Edwards. Secretary: Allan O'Callaghan, 67a Rose Street, North Ward.

The club meets every Monday night — 7.30 p.m. to 11 p.m. We operate all types of 'HO' and 'OO' scale equipment on any of three layouts, one 30ft. x 18ft. in the club house, 15ft. x 28ft. around the wall and 10ft. x 8ft. display layout. Present membership is 16 members. All visitors welcome.

TRAMWAY MUSEUM SOCIETY OF VICTORIA LTD. Registered Office: 141 High Street, Prahran. 3181.

The museum holds bi-monthly meetings, some of which are modelling nights. Members model trams in the following scales: HO, 1/16 in. to the foot, and full size. We follow Australian and overseas prototypes.

The modellers in 1/16 in. scale share production costs on machine work such as wheels and axles. Some members are also building a layout.

The sales department has accurate scale drawings of X1; L; PCC; W2; W7 and VR class trams, and a few Brisbane cars.

PROTOTYPE MODEL RAILWAY CLUB

Meetings are held every 2nd Thursday night at 7 p.m., 67 Walker St., North Sydney. Visitors can call by phoning 92 8060.

WESTERN DISTRICT RAILWAY MODELLERS CLUB. Secretary: Peter Hultgren, 7 William St., Warrnambool, Vic. 3280.

A new model railway club has been formed in Warrnambool. At present there are 11 members, and it is our intention to hold meetings on the second Wednesday of every month at the homes of senior members until we are able to obtain permanent club rooms.

Most members currently model in HO/OO with Triang predominant, but at least two members are starting work in 'N' scale.

Visitors to the club are most welcome at any of our gatherings.

FLINDERS MODEL RAILWAY SOCIETY. Secretary: Bob O'Connor, 1 Bordeaux Ave., Blackburn, Vic. 3130.

Future meetings will be held at the following addresses:

October 4: Max Hemfry, 25 Ash Grove, Springvale.

November 1: Cliff Isles, 4 Mount View Road, Highett.

December: Keith Nelson, 580 Blackburn Road, Mt. Waverly.

ADELAIDE MODEL RAILWAY SOCIETY.

Secretary: Royce Juttner, 7 Gannet Ave., Glenalta, S.A. 5052.

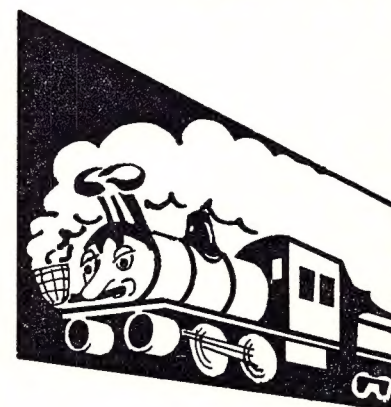
Meetings are held on the third Wednesday of each month at the old stationmasters' house attached to the Mount Lofty Railway Station. The meetings are scheduled to commence at 8 p.m.

The Society as an incorporated body came into being during January, 1968, and commenced meetings at Mount Lofty in February, 1969. During the last six months the members have carried out structural alterations to the premises by removing two walls to make one large room, 'L' shape, from three existing rooms. The L-shaped room now houses the Society's temporary 24ft. x 10ft. layout pending a start on a permanent and more ambitious layout.

Membership fees are \$5 per annum with an entry fee of \$5.

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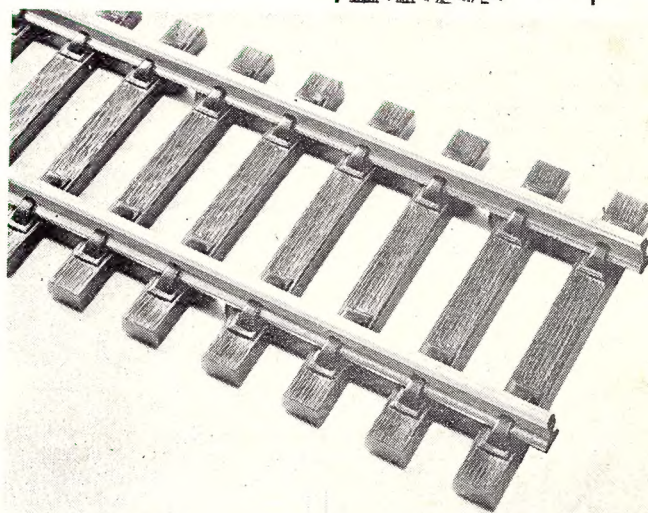
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